MARCH 2023



# Chunky's Chatter

**A light hearted and sometime irreverent monthly look at the world of Lotus**




## Inside this issue


- One of the early mechanics of Team Lotus, David Lazenby, dies at 86.
- The 'Mechanics Gallon', the story revealed at last.
- CLA WA February Early Morning Run.

# March 2023

This document is an official publication of Club Lotus Australia (NSW) Inc. and is published monthly. The Club is affiliated with the Confederation of Australian Motor Sport .

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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**COVER.** *Wester Australian members line up for their first Early Morning Run of 2023*

**NSW General get-togethers** Every month there will be and Tyre Kick & Coffee get together at By the Bay Café, Carss Park, 8.30 am Second Sunday and at the Kokoda Café Rhodes Park 9.30 am in the third Sunday
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SA Lotus owners meet on the first Sunday of each month 9.00am at the Sikh Society of SA Carpark (Bottom of the SE freeway-corner of Cross Rd& Glen Osmond/Port Rush Rds.)

**Lotus Club Queensland** meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

**Lotus Club Victoria** meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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# Presidents Prattle
## With Ashton Roskill



Welcome to March everyone.

What a difference two or three days less makes to how long a month seems to last! But February was a great month, with a particular highlight being the presence at our Tyre Kick and Coffee of the SSC Emira, along with Phil and Graham's customer cars. Very grateful thanks to Lee and Richard for giving Michael the Emira to bring along, and thank you also to all the twenty or so cars who turned up, making it our largest Tyre Kick event for some time.



What a fabulous thing the Emira is! For the first time in a long time, I am actually tempted to get the Roskill wallet out, release the moths, and shell out on this magnificent car. Well done to Lotus.

We also spent some time in February getting into the detail of the 50th Anniversary Celebrations which we will be hosting from 23rd-25th June at the Fairmont Resort in Leura.

If you haven't yet booked, I'd ask you to do so soon as we need to start confirming numbers with the hotel shortly; if you've lost the link to the booking form, it's here: https://cla.memberjungle.com/index.cfm?module=event&pageMode=indiv&page_id=1791670

The event is designed to be a celebration of the future as much as the past, and we are looking forward to welcoming plenty of more recent members of the club, the team at SSC and, of course, the Emira (and, who knows, there might even be a surprise guest car there!); so please get in with your booking! You'll kick yourself if you miss out!

In other news, we will be looking to run one of our upcoming Tyre Kicks from Evalence's workshops in Hornsby, possibly as early as this month if I can get organised with Charlie Frew, so watch your emails for a last minute change of plans!

We're also interested to find other locations for this sort of event, so if you know anyone who might like to host us, please let me or any of the committee know, and we will gladly follow up.

Meanwhile, in other news, Apple TV is bringing back Ted Lasso - if you didn't see the first series, I highly recommend it. And while you are at it, there's some new footage on You Tube from Car and Classic on Gordon Murray's Favourite Five here: https://www.youtube.com/watch?v=cYgCx2tgFnI

And while you are online, get in and book for our excellent 50th Anniversary gathering in the mountains in June! Here's the link: https://cla.memberjungle.com/index.cfm?module=event&pageMode=indiv&page_id=1791670

Keep safe, upright and mostly on the blackstuff, and I look forward to seeing you soon,

Ashton

# From The Editor
# Tom Devitt






*The new Lotus Emira review was by Jeremy Clarkson in the Weekend Australian*

Hi and welcome to the March edition of Chunky's Chatter. It's good to see things returning to normal with the CSCA competition in NSW finally going full pelt. Round one of the 2023 season is now open for entry, so if you have missed your motorsport in Sydney, get in and enter now. This year we are taking over the Morgan event as they are no longer large enough to run this event. It is a sad but inevitable fact that the older sports cars are no longer competing. We will need help with Volunteers on the day (see page 11) So if you can help please tell us soon.

I have been looking for an unbiased road test/evaluation for the Lotus Emira, but they are few in number, when lo and behold, Jeremy Clarkson did a brief one in Weekend Australian of the 25/26 February. In his typical scathing writing, he describes the interior "And it's the same story on the inside, which you can access very easily, even f you are tall, and a bit fat like me. There's no quilted leather or hand stitched door panels. It's very no nonsense. So no nonsense in fact, that some of the plastic does look and feel like it had come off a 1972 stereo system. This would be a bad thing if the Emira was eye-rolling expensive. Bit it isn't. Prices start at $169,990 so you could have three for the price of one scum-spec Ferrari. Its very good value for money". (Well, praise indeed from the great man!!

I only realised that Club Lotus member number 9 and our third club president as well as historic motor racing journalist Graham Howard died 10 years ago this month age 76. Graham was an avid fan of historic motor sport, with a vast knowledge of all the categories which fall under that banner.
As the author of 'Historically Speaking' in Auto Action, Graham shared his knowledge and views on historic motor sport with enthusiasts around the country.
He was a strong supporter of Historic Touring Cars in their infancy, using his passion to help grow the category.
Graham was a commentator at Warwick Farm and many other New South Wales venues, as well as local CSCA events (in between running his Lotus 6 at the events) using his huge knowledge to provide entertaining and insightful coverage.

Now I know these days we all have a tendency to hold off committing to an event or a function until the last minute, but unfortunately the club cannot allow this freedom for the 50 anniversary celebrations at Leura (in the Blue Mountains) in June.
**The absolute cut off date is 20th April (i.e. next month)** Sadly this is not negotiable. So, if you intend to come please book now!
See you there
Tom

# One of Lotus hardest fought battles of the Formula 1 team took place in South Africa at the Kyalami circuit on 4th March 1978, 45 Years ago this month.




Prior to the mid 70's the F1 circuits were relatively in charge of their own race. That is to say that the gate money and various sponsors was enough to pay for the teams transport and a few mechanics, as well as Prize money etc. However as the 70's progressed teams grew larger and formed the Formula One Constructors Association (FOCA) an association which made up of the bosses of the leading teams started wielding their significant power.

In 1974, Kyalami was in trouble, they managed to get some serious local sponsorship, but the circuit was not up to FIA standards and need a lot of work. This kept getting put off until the last moment, and on Wednesday 1st March when practice was due to start, one of the FIA Representatives, Curt Schild was refusing to sign off the circuit and told everyone to go home. The organisers put in a plea that the work would be completed by 2.30pm. This was in fact done with a hour to spare.

As far as drivers were concerned, there was a bit of shuffling down the ranks with Hesketh ditching Divina Galiea and grabbing Eddie Cheever from Theodore who then went looking for a new driver and picked Keke Rosberg who was blindingly quick in F2 for the previous season. Also a new team was there, the Martini Racing Team (Previously in F2 but now moving up to F1) with their driver Rene Arnoux.

With practice final underway, Niki Lauder in his new Brabham-Alfa and Mario Andretti in the Lotus 78/3 were the pace setters, but the other Lotus of Ronnie Peterson was having all sorts of troubles. Thursdays timed practice final got underway to a strong headwind so there was little chance of record breaking times. Lauda was to be on pole with Mario Andretti alongside him. Then James Hunt (McLaren), Patrick Tambay (McLaren), Jody Scheckter (Wolf), John Pierre Jabouille (Renault), Ricardo Patrese (Arrows), Gilles Villeneuve (Ferrari) and Ronnie Peterson way back down in 11th.




Friday was a rest day and race day on Saturday was very overcast with ominous rain clouds overhead. The morning was all fun and games with parades and show biz personalities clowning around. Luckily, by 2.15 starting time, the skies were clear, and all was set for a great 78 lap race. There was a mix up in grid positions with the print-out incorrect so a hastily produced handwritten grid sheet was photocopied, still with mistakes, but at least the first 5 rows were correct.

# Historic and Conditional Registration.

ALL Historic or Conditional Registration renewals MUST include the following colour photos of the car:

Front three quarter

Rear three quarter

Engine

Interior

Without these photos The Club (will not) process the renewal as there no verification of the vehicle's description. Transport is actively auditing clubs and are not even slightly negotiable

When the starting light clicked on it was Andretti away from Lauda who miffed his start by going from first to fourth, Tambay overheated his clutch and watched the field roar past him, Mario had a good lead and Hunt was trying to pass Lauda for second. Whilst these two were fart-arsing around, Scheckter went past them both on the outside to claim second. Tambay finally got underway but Andretti has scarpered off into the distance, On lap five Hunt's engine went to meet its maker so this left Scheckter, Lauda and Patrese on 4th behind Andretti.




*Peterson with the victors laurels.*

However after 16 laps, Mario's left front tyre started to overheat and he was forced to ease off, and as Scheckter and Lauda were also on the same tyres as Andretti they also began to watch their left fronts closely as well. By lap 21 Schechter roared into the lead but on lap 27 his left front was in trouble and Patrese (who had been steadily working his way up) took over the lead. As the race progressed there was all sorts of higgledly piggedly, so by lap 50 the order was Patrese (Arrows), Depailler (Tyrrell), Lauda (Brabham), Andretti (Lotus) Scheckter (Wolf), Watson (Brabham), Peterson (Lotus), Jones (Williams), Reutemann (Ferrari) and Villeneuve (Ferrari). On lap 53 Lauda's Alfa Romeo engine blew up. By lap 55 Keegan was laying a trail of oil and a short time later one of the Ferraris' split an oil pipe and was also laying oil on the circuit. Tambay and Reutemann quickly became victims, spinning in the oil and out of the race. Not long after Scheckter had his fuel injection fail, Peterson had now got past Watson's Brabham into 4th place. and was closing up on his team mate Andretti. In the lead, Patrese was having a faultless race in his Arrows. As he pulled out of Clubhouse Corner there was a surprising bang. His Cosworth V8 had demolished itself. He pulled off and in tears watched Depailler go past int the lead.

Once again it all started to go crazy and in the closing laps the leading Tyrrell started smoking and the second one started to sound out of sorts. With 3 laps to go Andretti ran out of fuel and popped and spluttered back to the pits, got a gulp of fuel and roared out again, but Depailler's Tyrrell was still in the lead and Ronnie was now in second chasing him furiously. Depallier was low on fuel and gearbox oil but as the last lap started it looked like he might still make it to the finish line and take victory. But Peterson had the Tyrrell in sight and he powered up through the Jukskei Sweep and into the Tyrrell's slipstream. They were side by side as they braked into Sunset Corner. Almost touching into Clubhouse Corner, but the Lotus was now on the inside of this corner and as they accelerated out of the corner the Lotus took the lead, through the Esses and up to the Leeukop hairpin. To quote Dennis Jenkinson "Peterson won the South African GP by less than a half a second having only held the lead for ½ a lap throughout the 78 laps, but it was the most important half!"
TD

# Team Lotus and The 'Mechanics Gallon'

The proceeding account of the Kyalami Grand Prix reveals a 'behind the scenes' story only really known to Team Lotus mechanics. Back in the early days of Team Lotus, Team Mechanic Bob Dance explains how Colin Chapman in his unrelenting quest for lightness, would " work out how much fuel we'd need for each race, and then he'd add a 5% safety margin. But still one or the other of cars would sometimes run out before the end of the race. "So we'd get the figure from Chapman, and then we'd add another gallon just to be sure. That

was known as the 'mechanics gallon!' It used to make Colin furious!" He ranted "We spend thousands of pounds making these cars lighter and then you slosh in more fuel and make them heavier again!"



*Bob Dance now in his 80's still working for Classic Team Lotus*

Many years later prior to the 1978 Kyalami GP in South Africa, Bob Dance went to Chapman and said that he wasn't going to do the Mechanics Gallon anymore, so the figure Colin decided on, had to be correct from the start! Bob Dance and Glen Waters were the mechanics for Mario's car whilst Rex Hart and Nobby Clark were on Ronnies car.

Of course Mario ran out of fuel and had to pit for another couple of gallons whilst Ronnie went on the win the race. To quote Bob Dance again "Mario was livid. Glen and I hadn't put in a mechanics gallon, and of course Rex and Nobby had!"

TD




*Colin Chapman driving the original Lotus 49/R1 around the grounds at Hethel. With no helmet, clearly safety was of little concern!*

# CLUB LOTUS AUSTRALIA , WEST AUSTRALIAN GROUP – EMR DATED 19TH FEB 2023



After a break over the holiday season, this was our first formal EMR in 2023 and we were fortunate to see an excellent turn out with a good range of cars. There were regular faces and it also was great to see Mike and Ellie Hamilton once again after their break from these events.

Our run was organised and lead by Pete and Janet Franzen, who had worked out some really good roads for us, and as the summer has been very mild so far in Western Australia, there was very pleasant countryside views and large tree lined canopies to drive through.

After the meet up at our usual venue, the run headed initially east, through Hazelmere, Helena Valley, towards Gooseberry Hills and onto the Canning Dam, where we had out first stop for toilet break and another chat.

On several occasions we had to dodge fallen tree branches and even a lump of wood on the roads. Our radios were handy in warning the following cars about these obstacles.

Then general southwards, which took us towards Jarrahdale then over the Serpentine Dam wall and onwards to Dwellingup, where we drove straight past our lunch venue and in true Lotus manner, we headed into about a 50km loop around the town, where there are some great Lotus driving roads.




We then returned to the Blue Wren café in Dwellingup, where we enjoyed a lunch and another opportunity for conversation with out pals.

Big thanks to Pete and Janet for this excellent run.

# Tyre Kick and coffee at Earlwood sees the appearance of 2 new Lotus Emira's



Sunday, the 19th of February, a bumper roll-up gathered in Gough Whitlam park to catch up and have a look around the new Emira.
We were very happy to accept a kind offer from Simply Sports Cars to bring the new Emira out to the Tyre Kick in Earlwood, and even happier when members brought along two additional cars! Not to mention the excellent roll-up, which occupied most of the car park and saw everything from the more modern cars, to Elans and Elites, and even a few funny BMW, Porsche and Bentley-shaped Lotuses.
Even better, we were able to catch up with some old friends who had not been able to make it out to an event in a while, and meet a few new ones.
We meet twice a month for the relaxed social Tyre Kick & Coffee, held on the second and third Sunday of the month as a relaxed opportunity to say 'Hi!' to your friends in the club before setting into your Sunday proper. Join us next month, March, on the 12th from 8:30am at By the Bay Cafe in Carss Park, or the 19th from 9:00am at Gough Whitlam Park, in Earlwood.
Thanks to everyone who came along on the weekend to make this gathering such a success, and a particular thanks to Michael Menzies at Simply Sports Cars for organising the Emira's attendance for us





# HELP WANTED

**CLA is holding its round of the CSCA championships on the 19th August and it is to be held on the SMSP Gardner or GP circuit. This is a break from our normal Wakefield Park which requires minimum Volunteers help.**

**This all changes for our event this year where we have to operate 11 flag points.**

**This means 22 volunteers on the flag points alone.**

**So we need volunteers to help us on these points. If you have never been on a flag point before don't worry, full training will be provided on the day prior to the event as well as a cheat-sheet to help you on the day and it's an exciting day. Flags and 2-way radios will be issued during this training!**

**Lunch and refreshments will be provided and there are toilets all around the circuit so all your comforts will be taken care of. If you are competing and have a wife, husband, partner or offspring (over 16 Years old) who is not competing the please consider asking them to volunteer to be a 'flaggie, No requirements save clothing wrist and ankle covered (it's going to be the end of winter so that should be no problem) There is nothing more exciting than being at a Flag point and watching the agonizing look on the drivers faces as they go past you!!**

**There is still plenty of time so please put this date in your diary and send us an email**

***"Yes I would like to be a flaggie at the CLA Event on the 19th August" with your name (s) and contact email; and phone number to***

**motorsport@clublotus.com.au**

# A Lotus F1 mechanic from the very early days, and Hawke cars creator, David Lazenby dies aged 86



*David Lazenby in later years*

As a young man he was, in1959 rebuilding and Austin 7 Special in the street outside his house. A chap stopped to talk to him and said "if you've got something like that you ought to go and work for Lotus, Lazenby replied "what's Lotus?" He quickly found out who they were and went there as was seen by Les Stokes, who was running the Elite assembly line, David was hired immediately.

He quickly got bored, moved to Service, got bored there, and one day Jim Endruweit suggested he join Team Lotus, that was the end of his boredom. All-nighters became par for the course, but he remembered Colin Chapman fondly "You'd have worked all night and all the next day, you'd be on your knees. And the Old Man comes running in, there'd be a lot of fuss and noise, and you'd just feel picked up and you'd get on with it,"

He, perhaps less than fondly, remembered one of the Team Lotus transporters. Known as PMT it was a Ford Transit flat bed. "It was a dreadful thing, We shoehorned a Zypher straight 6 engine into it, you could wind it up to 80 going down hill. Rushing along a narrow road in Northern France, we lost one door mirror on a passing truck and the other on a lamppost. I went to London Airport one day to pick up a wrecked Indy chassis and on the way back, I was flat out over a brough, and suddenly the steering was gone, No steering at all. It swerved into the kerb, knocked off the left front wheel and somehow ground to a halt. After that we threw it away!"

He remembers Clark fondly "Jimmy was a really nice guy. He was quite and reserved, but he take the time to come and look at what you were doing. He was always interested. At first he was just this rural sheep farmer parachuted into F1 from the Scottish Borders. Within a few years he was much more sophisticated, living in Paris whilst his tax situation was sorted out, with lots of beautiful girlfriends.

David also remembers the day at Monza in 1961. "At the end of the second lap Jimmy didn't come around. We ran down to the Parabolica and arrived at this dreadful scene. 'Taffy' von Trips' Ferrari and Jimmy's Lotus had collided and the Ferrari had gone through the wire fence. We could see spectators dead and dying, Taffy was dead but Jimmy wasn't hurt. He was completely shattered by what had happened, and Colin got him flown out of the country at once before the authorities could get him. They impounded the car and didn't release it till years later." Two years later, the Italian court finally decided that Clark was blameless!

In 1962 after Clark won the USA GP at Watkins Glen, Team Lotus took his 1,5 litre Lotus 25 to Indianapolis to see what all the fuss was about with a few runs around the circuit. "He just flew round, and all the locals were a bit goggle-eyed to see this fiddly little car with its miserable little engine go so quick" The previous year Jack Brabham in a 2.7 litre Cooper had finished 9th so the Americans were wondering about the Limeys and what they could do. The prize money was too tempting to Chapman so the following year they entered with Jimmy finishing second, and in 1965 they won. However




*Derek Daly won the festival at Brands Hatch driving a Hawke DL15 Minister*

things were not all roses with the yanks as David later recalled, "One time we're working away really late, finally get it all back together, and we decide we'd better see if it's all working. So we fire it up, open the gates, and I drive it around the track with Mike Underwood sitting on the engine cover with a torch making sure it's all holding together. I do a couple of laps, get back to the garage, switch off and shut the doors. Then all hell breaks loose: lights, sirens, people banging on the door. They didn't like us using their sacred track in the dead of night."




*Jim Clark at Indianapolis having final touches to his car whilst Colin Chapman chats to him*

In 1968 David left Lotus to start his own company manufacturing Hawke Formula Ford cars.

The car was for several years, very successful. It gave Tom Walkinshaw his first step up the ladder with victory in the 1969 Scottish title as well as victories for Derick Daley and Derick Warwick. In 1979 he sold the company and started manufacturing oil pumps and Turbo conversions for road cars in Suffolk.

A few years ago, he was heard to say "One of the old Team Lotus guys who went on to Cosworth, Dick Scammell, was talking to a current F1 mechanic and said, 'What do you do after the race? How do you relax, how do you socialise?' And this guy said, 'We go to the gym.' What a miserable existence! We worked very hard, but we always seemed to be laughing. We never lost our sense of humour. Today they don't have anything like the fun we did."

TD

# In the lead up to our 50th Anniversary, Brian Caldersmith has kindly provided us with a list of the first 60 members of Club Lotus Australia. Sadly a lot of them no longer with us. If you recognise any 'lost' members please tell them about our Anniversary plans

| | | | |
|---|---|---|---|
| 1. | SCHAGEN, Adrien. | Elite, Eleven. | North Manly. |
| 2. | BONNAR, Brendon. | Elan. | Fulham, S.A. |
| 3. | TANDY, Bruce. | Elan. | Busby. |
| 4. | SMITH, Norm. | Elan Plus 2. | Fairfield. |
| 5. | GRAF, Roger. | Europa. | Willoughby. |
| 6. | BATES, Spencer. | Elite. | Northbridge. |
| 7. | LEVY, David. | Elan Plus 2S, Elan, Seven. | Cronulla. |
| 8. | SIMMS, Peter. | Europa, Mk.I Lotus Cortina. | Ryde. |
| 9. | HOWARD, Graham. | Six, Nine and Twelve. | Balmain. |
| 10. | CALDERSMITH, Brian. | Elite. | Turramurra. |
| 11. | HODDER, Rex. | | Bankstown. |
| 12. | KILROY, Mike. | | Pymble. |
| 13. | HAMILTON, Ian. | Elan. | Dee Why. |
| 14. | NISSEN, Richard. | Elan. | Balgowlah. |
| 15. | LEVY, Philip. | | Yowie Bay. |
| 16. | CRUIKSHANK, Allen. | Elite, Twenty-three. | Glen Iris, Vic. |
| 17. | BAYERSTOCK, Graham. | Elan Plus 2S. | Annandale. |
| 18. | FRYER, Stephen. | Mk. II Lotus Cortina. | Cronulla. |
| | . LYONS, Malcolm. | | Oatly. |
| | . TANTI, Alfred. | Elan. | Dundas. |
| 21. | MINTORN, Bill. | Elan. | Roseville. |
| 22. | TRAWNITSCHEK, Gunther. | Europa. | Avalon. |
| 23. | PATTERSON, David. | | Blakehurst. |
| | . HOLYOAKE, David. | Twelve. | Camden. |
| | . JONES, Mike. | Mk.II Lotus Cortina, S.Seven. | Killara. |
| 26. | MATHESON, Ron. | Europa. | Annandale. |
| 27. | MILLER, John. | Elan. | Dundas. |
| 28. | BATES, Barry. | Elite. | Shortland. |
| 29. | CALLAHAN, Dennis. | Elan Plus 2S 130. | Clovelly. |
| 30. | LOWE, Malcolm. | Mk.I Lotus Cortina. | Cremorne. |
| 31. | COLLINS, Paul. | | Redfern. |
| 32. | McMILLAN, Gary. | Elan. | Homebush. |
| 33. | STEVENS, Rod. | Elan. | Homebush. |
| 34. | WUILLEMIN, Owen. | | Toongabbie. |
| | . WADE, Bill. | Elan. | Sefton. |
| | . DAWSON-DAMER, John. | Elite, Sixteen. | Narellan. |
| 37. | WILLIAMS, John. | | North Rocks. |
| 38. | CLARKE, Ray. | Escort Twin-Cam. | Greenslopes, Qld. |
| 39. | KENNEDY, Robert. | Escort Twin-Cam. | Lilli Pilli. |
| | . GREEN, Ken. | Europa. | Watsons Bay. |
| 41. | PRESTON, Malcolm. | Eleven. | Box Hill, Vic. |
| 42. | HARDWICK, Arthur. | Elan. | Warrawee. |
| 43. | RYVES, Mike. | Fifteen. | Hunters Hill. |
| 44. | THOMSON, Donald. | Europa. | Morwell, Vic. |
| 45. | STRACHAN, Geoff. | Elite. | East Brighton, Vic. |
| 46. | SIMCOCK, Joseph. | Europa. | Castle Hill. |
| 47. | CALDERSMITH, Tony. | | Forrestville. |
| 48. | FITZPATRICK, John. | Elite. | Unley Park, S.A. |
| 49. | SCOBIE, Robert. | Europe. | Maitland. |
| 50. | STUART, Douglas. | Elan Plus 2. | Vaucluse. |
| 51 | WIGRAM, Warren | Elan | |
| 52 | GILPIN, Gary | Europa. | |
| 53 | DAVIS, Robyn | Europa. | |
| 54 | Brown Ian | Europa | Killara |
| 55 | Clark Wayne | Elan | North Hobart |
| 56 | Rose Phil | Europa | Hartford. |
| 57 | SEXTON John | ESCORT | |
| 58 | LEE Peter | ELAN | Mosman |
| 59 | WILLIAMS Ross | COOPER S | CARLINGTON |
| | | | WEST RYDE |

# Sandy Bay Hobart February 2023. Monthly vintage and historic car meet Thanks to Robert Verhey for the photos.















HSRCA 2023
CALENDAR
NEW YEAR HISTORICS
CANCELLED
SYDNEY MOTORSPORT PARK, 3 - 5 FEBRUARY
SYDNEY CLASSIC
SYDNEY MOTORSPORT PARK, 9 - 11 JUNE
SUMMER FESTIVAL
SYDNEY MOTORSPORT PARK, 24 - 26 NOVEMBER
13
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GUARDIANS HISTORIC RACING
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www.hsrca.com
historic sports and racing car association nsw

# CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS)

So, we thought it'd be lovely to mark the occasion with a gathering of the clans. We've plumped for the Fairmont Resort (and Spa!) in the Blue Mountains. Dates for your diary are Friday 23rd June – Sunday 25th June.

For the full details and to book for the gala dinner, Go to the CLA Website. Book for your dinner first and then you will be given a code to use when you book accommodation at the Fairmont.



# Answer to last months "Now who Said That?"




Last months quote was

**"It is amazing how many drivers, even at the Formula One Level, think that the brakes are for slowing the car down."**

And the first in with the correct answer of Mario Andretti, was Bob Hunter




*Mario celebrates his Long Beach victory in 1977 driving the Lotus 78*

# Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is a mention of the originator of the quote, elsewhere in this newsletter!



**This months quote is**

**"For 1964 we had Ford's 4 cam engine, Jimmy got pole and led the race until the rear suspension collapsed because the tyres fell to pieces"**

**Remember the person quoted is mentioned in this issue of Chunky's Chatter. Pretty easy this one but as an extra bonus, he drove around the Indianapolis circuit twice, but not in a race,**

# CLA NSW 2023 Diary

| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| Mar-23 | | | | |
| | Sunday, March 12, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, March 19, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| Apr-23 | | | | |
| | Sunday, April 2, 2023 | CSCA Rnd1 SCCA | 8.00am | SMSP Sputh Cct. |
| | Sunday, April 9, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, April 16, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| May-23 | | | | |
| | Sunday, May 14, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, May 21, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Friday, June 23, 2023 | | | |
| Jun-23 | | | | |
| | Sunday, June 11, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Saturday, June 17, 2023 | CSCA Rnd 2 MGCCN | 8.00am | Pheasant Wood |
| | Sunday, June 18, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Friday, June 23, 2023 | Club Lotus Aust 50th Aniversary | 3.00pm | Arrival Blue Mountains |
| | Saturday, June 24, 2023 | Club Lotus Aust 50th Aniversary | 8.00am | Activities plus aniversary dinner |
| | Sunday, June 25, 2023 | Club Lotus Aust 50th Aniversary | 8.00am | Concourse and depart |
| | | | | |
| Jul-23 | | | | |
| | Sunday, July 9, 2023 | CSCA Rnd e TSOA | 8.00am | Sydney Dragwey |
| | Sunday, July 9, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, July 16, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| Aug-23 | | | | |
| | Sunday, August 13, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Saturday, August 19, 2023 | CSCA Rnd 4 CLA | 8.00am | SMSP GP Circuit |
| | Sunday, August 20, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| Sep-23 | | | | |
| | Sunday, September 10, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, September 17, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Saturday, September 30, 2023 | CSCA Rnd 5 MGCC | 8.00am | Pheasant Wood |
| | | | | |
| Oct-23 | | | | |
| | Sunday, October 8, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, October 15, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | Sunday, October 22, 2023 | CSCA Rnd 6 JDCA | 8.00am | SMSP North |
| | | | | |
| Nov-23 | | | | |
| | Sunday, November 12, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, November 19, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |
| Dec-25 | | | | |
| | Sunday, December 10, 2023 | TK&C Monthly meeting (Southern Sydney) | 8.30am | By the Bay café Blakehurst |
| | Sunday, December 17, 2023 | TK&C Monthly meeting (Central Sydney) | 9.30am | Gough Whitlam Park Earlwood |
| | | | | |

# CLA SA 2023 Diary

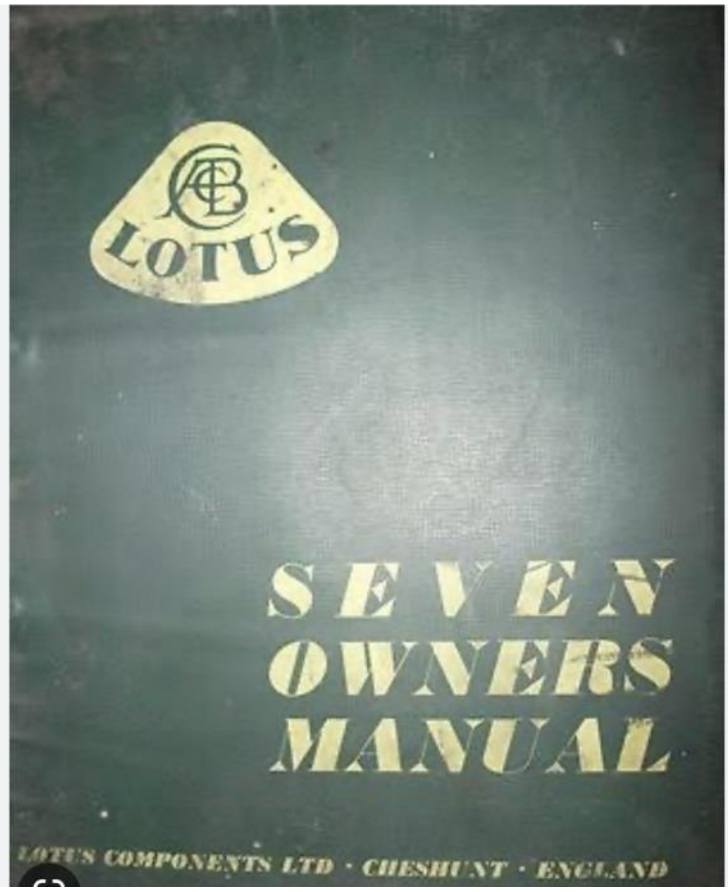
| Month | Day Date | Event | Time | Location |
|---|---|---|---|---|
| | | | | |
| | | | | |
| **Mar-23** | | | | |
| | Sunday, March 5, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | Sunday, March 5, 2023 | All British Day | 9.30am | Uraidla |
| | | | | |
| **Apr-23** | | | | |
| | Sunday, April 2, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **May-23** | | | | |
| | Sunday, May 7, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | Sunday, May 7, 2023 | MSCA 6 Hr Regularity | 9.30am | Mallala (TBC) |
| | | | | |
| **Jun-23** | | | | |
| | Sunday, June 4, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | Friday, June 23, 2023 | Club Lotus Aust 50th Aniversary | 3.00pm | Arrival Blue Mountains |
| | Saturday, June 24, 2023 | Club Lotus Aust 50th Aniversary | 8.00am | Activities plus aniversary dinner |
| | Sunday, June 25, 2023 | Club Lotus Aust 50th Aniversary | 8.00am | Concourse and depart |
| | | | | |
| **Jul-23** | | | | |
| | Sunday, July 2, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **Aug-23** | Sunday, August 6, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **Sep-23** | | | | |
| | Sunday, September 3, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **Oct-23** | | | | |
| | Sunday, October 1, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **Nov-23** | | | | |
| | Sunday, November 5, 2023 | Lotus SA Gathering | 9.00am | SIKH Centre Carpark |
| | | | | |
| **Dec-25** | | | | |
| | Sunday, December 3, 2023 | SA Lotus Christmas Lunch | 12.00pm | TBA |
| | | | | |

# WANTED

## Wanted

OEM Lotus Seven S3 Owners Manual

Russell Ash
<russellash@bigpond.com



# FOR SALE: 1969 LOTUS EUROPA SERIES 2

This car, chassis no. 54/1185, was raced when new by original owner, but the history is incomplete between 1973 and 1986. We bought the car in 1991 as a restoration project, which included renewing upholstery, fiberglass repairs, general tidying up and respray in Mazda Mondo Red.



It's equipped with a Renault 16TS 4cyl crossflow engine 1470cc paired with a four-speed manual transmission. The engine change took place a couple of years later and the car was used as an everyday car and an historic club car, which included some classic car bitumen road navigation rallies with the Brisbane Sporting Car Club. Great fun.



A Lotus Europa workshop manual plus supplement will also be included in the sale, along with a Renault 16TS workshop manual, jack, fire extinguisher, special plug spanner and lockable petrol cap.

Asking $25,000.00

If you're interested or would like more information, contact Carol 0408 603 818





# For Sale

## 1992 Lotus Esprit Turbo S3 SE High wing

Very good condition throughout, 75,400 km. This is the ONLY Australian-delivered High wing. Drives superbly. Timing belt, fan belts, brake hoses, clutch, clutch hose, clutch cylinders, oil seals replaced in 2020. Included is another set of wheels (one wheel pictured), parts list manual, service list manual, and has original handbook.
$85,000 plus GST
contact details are: email- cmta@westnet.com.au















# FOR SALE: SINGLE YOKOHAMA TYRE TO SUIT LOTUS ELISE

Club member Michael has a single Yokohama Advan Neova AD07 available for sale at a discounted price.

The item was taken off a 2011 Lotus Elise and is a Yokohama 225/45R17 91W semi-slick tyre with good tread, but some dirt on it from the storage facility.

Pick-up only from Dural, NSW. Asking $50.






Michael Rebiffe <michaelr@iqgecko.com.au>

# WANTED

I hope to be a Club Lotus member when I get my Europa Twin Cam ready....to that end I need a windscreen.

Only thing I can find is ex UK Pilkington.

Works out to about $2500.

Any advice?

Stephen

"Stephen James" pace1max@gmail.com

# FOR SALE

## Type 28 1964 Lotus Cortina Works Car



This 1964 Type 28 Lotus Cortina Works Car is one of only three which came to Australia in 1964. It has been fully restored to original specifications, and is offered in immaculate condition.

There were 97 factory works Lotus Cortina's produced. The factory sent them out in batches of three cars. We understand Jim Clarke received three, Alan Mann Racing bought three and others were bought and sent to well known racing teams throughout the UK, Europe and Australia.

Delivered into Australia, the car was purchased new from the Lotus factory by Leo Geoghegan, who was the Lotus dealer in Australia at the time. The Geoghegan's went on to race it under the Total Petroleum banner from 1964. Its race career ended in the late 1960s.








It spent 26 years being restored by a Lotus expert before it was sold to the current owner in 2014 to form an important part of a collection of cars. It has been maintained in immaculate, original condition since then.



It holds New South Wales historic conditional registration.

This car was classified as a race car before roll bars became mandatory, and thus benefits from a cleaner cabin. Call Trevor Simpson (0413809803)



# FOR SALE: 1961 LOTUS ELEVEN REPLICA

*Images via Allbids*

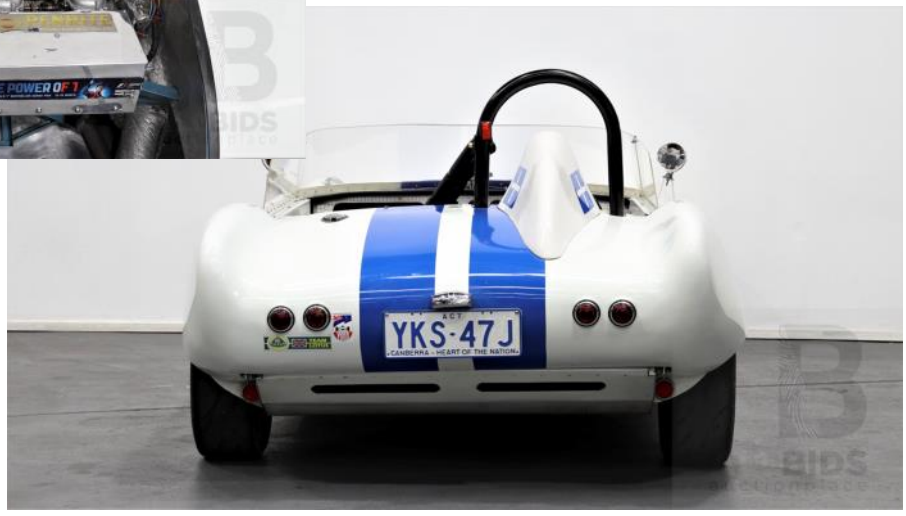


Club member Chris is selling his lovely 1961 Lotus Eleven Replicate car is a beautifully constructed 1961 Lotus Eleven Replica, currently road registered for weekend fun and cruising.
It has been set up for racing with the Golden Era Auto Racing Club (GEAR), while being driven to the circuit. GPS speedometer and Smiths gauges add to its usability on both road and track.
Specification:





Wilwood 4 piston callipers/2 piece rotors with cockpit adjustable bias
Modified Toyota 1300cc engine
GPS speedometer and Smiths Caerbont gauges
Roll over bar with forward brace
Racing harness (current) seat belts
Chris would also like to offer the Corbeau drivers race seat and original Lotus aluminium fuel tank exclusively to other Club Lotus Australia members.
For more information or to organise an inspection of the car, contact Chris at
c_wain@bigpond.com or phone *0407181196*



# FOR SALE: 1969 LOTUSELAN S4 FHC

## 1969 Lotus Elan S4 FHC is up for sale by club member Terry.

This great little FHC was fully restored by Don Mace approximately 20 years ago.

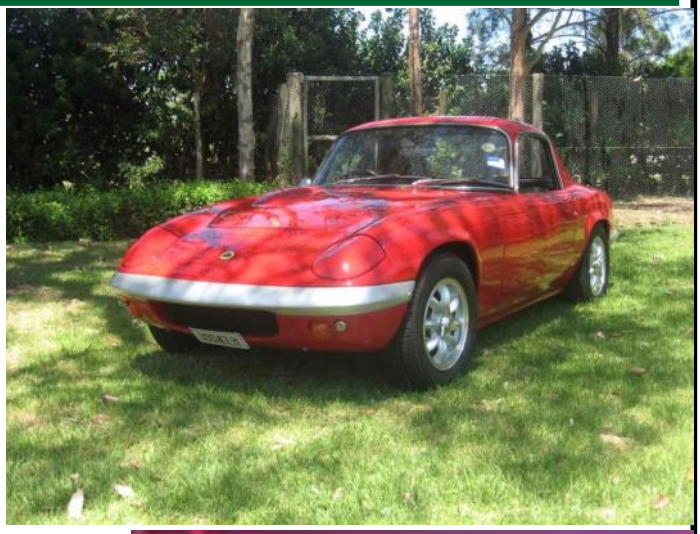
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

Comes with an extra set of wheels and workshop manual. Mileage is 72741.

A couple of experts believe it's worth a lot more than the $65,000 asking price.

You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au









# 1961 LOTUS ELITE TYPE 14 S2 CHASSIS CB 1687



This beautiful Series 2 British Racing Green Lotus Elite left the factory on 28th Nov 1961.
Several owners and thirty years later, the car ended up in 1991 with South Australian Richard Fewster, who completed a body off restoration. Richard kept the car until 2005 and then sold the Elite to Paul Samuels, who sold the car to its present owner in 2006. Prior to this sale the motor was rebuilt and has only been driven approximately 2,500 miles since.

A completely new interior was installed in 2007 in black with green pinstriping. Looks great.
The Elite won the 2008 NSW concours and has been maintained in immaculate condition since. It is fitted with the rare ZF gearbox and comes with a second set of wheels.



Included in the sale is a workshop manual, spares and some great wall hangings etc.

Has a CAMS Logbook and is featured on page 70 of Marc Schagen's Lotus The Historic Sports and Racing Cars of Australia.

Asking $125,000. Selling due to downsizing house and the car collection.



You can get in contact with me via either my mobile 0418675253 or my e-mail address

Terry.daly@live.com.au



# For sale - 2018 S3 Lotus Elise 220

27,000kms, Excellent condition, incredibly balanced and well sorted car. Regular class winner of Super sprint events in NSW. Fully serviced and maintained by Simply Sports Cars (SSC) with a full suite of up-grades, including:

**Motor** 270HP SSC Stage 2 power upgrade (supercharger pulley, injectors, airbox, tune)
SSC prototype headers, sports CAT and light-weight exhaust system (sounds fantastic)

**Gearbox/Drive** Quaiffe limited slip differential, HD racing clutch, SSC shifting fork upgrade

**Brakes** AP Racing 4-pot front brakes with 2 piece AP rotors. , Front AP brakes moved to rear, Larger master cylinder, Pagid pads front and back

**Suspension** Nitron 2-way adjustable shocks. Polyu-rethane suspension bushings, Whites adjustable front anti-roll bar. SSC Toe link upgrade' SSC bump-steer kit, Corner weighting, camber, toe-in/out, ride height setup by SSC

**Aero** Carbon fibre rear wing. carbon fibre splitter

**General** OEM Hard top + soft top, 6-Point Schroff harness and SSC harness bar. Pro-forged light weight wheels with Khumo V70 tyres (OEM wheels and tyres pristine), Ozi-Cozi PPF protection, Carbon fibre mirrors, SSC fire extinguisher and mounting bracket, Lithium battery

Contact: Colin Rudd (Mob: 0432 216 192, Email: colin.rudd@rpinfrastructure.com.au)









