APRIL 2023

Chunky's Chatter



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

Club Lotus Australia celebrates 50 years!

Join the festivities in the Blue Mountains at the Fairmont Resort & Spa

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Inside this issue

- Susie, wife of Sir Stirling Moss passed away recently.
- Lotus F1 driver Elio de Angelis was born 65 years ago (on 26 March 1858), we take a look at his life in motorsport.
- All British day report from SA.

April 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.

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COVER.

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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Presidents Prattle
With Ashton Roskill



Welcome to autumn! This morning was the first morning which really smelt like autumn, so I guess we can be happy with that. And let's face it, this weather is perfect open top driving weather! And on this subject, we're starting to work more closely with the lovely folk at the Classic Rally Club to raise awareness and interest in the highly social past-time of tarmac rallying - basically an excuse to get your car out and drive for a weekend every now and then! More next month…..

And while most of the petrol-headed world is at the Grand Prix this weekend, I've somehow managed to avoid getting dragged down there this year, so instead will be watching with interest as the new season gets underway; Damon Hill was slightly less than complimentary about, in particular, the sound this years cars (don't) make, but we'll no doubt see what the noise is all about soon!

But the main focus of our attention currently is the Club Lotus 50th (and Lotus 75th) Anniversary celebrations over the 23-25th June. If you haven't booked, I will now start begging! We need to close out the numbers by the end of this month, so if you have been hesitating, please don't hang around, as once we finalise numbers, we can't simply add to them! Book here now: https://cla.memberjungle.com/index.cfm?module=event&pagemode=indiv&page_id=1791670

Not only will we have the wonderful Graham Balfe MC'ing us, and William Taylor as our guest of honour, but our lovely friends at SSC are coming along to represent the factory and, in particular, the Future part of our theme of Past Present and Future, and will be bringing Emira demonstrators for use while we are out on the drive day on Saturday, so if for no other reason, come along to experience the newest Lotus!

Fun fact: Club Lotus Australia is possibly the oldest Lotus Club in the world! The UK club wasn't formed until a couple of years later. Happy for the more inquisitive to research this assertion and prove me wrong :)

In other news, the 75th anniversary of Lotus is being celebrated as one of the themes at this year's Goodwood Revival; I am going to be going! If anyone else is doing likewise, please let me know and we'll find one another somehow. I will actually be in the UK for three months, from end of June (I leave shortly after our celebrations) until early October, so I will try to bring some foreign correspondent content to bear in this column for those months!

Elsewhere, last weekend the first Rob Roy Revival took place at (who'd have thought) the hillclimb location in Victoria; the organising team have spent a huge amount of time and effort upgrading the track and local area, and I gather it was well attended which is great news; long may it continue! And I am quietly hoping to get myself slightly better organised for next years as this could be the start of something fun.

Other than those exciting events, we also have our Tyre Kicks, this month - the first, in Carrs Park, coincides with Easter Sunday, so for anyone not leaving town, go along for a self-paced Easter egg hunt (you'll have to bring your own Easter eggs too!) and we'll be back to something like normal for the 16th at Gough Whitlam Park - see you there I hope!

And in exciting news, I now have not one but three cars working! I had the slightly embarrassing situation at the end of January when the only one of the "fleet" which was actually roadworthy was the Elan. Since then, the Land rover clutch master cylinder has been replaced (and I have new spring shackles to fit), and the Elise had a new radiator fitted so that's back on the road and proving an absolute joy as always! Gidget is up on jack stands getting her underside checked following the Perth to Sydney rally, and the new shock absorber has finally shipped from the UK for the Elite (it gave way at the HSRCA event in December and has taken until now to sort out!), so that should be back on the road soon too! Then I just need to fettle the brakes of the Eleven to make that more enjoyable and less scary to drive, and all will be well in the world. And No 1. Range Rover is starting to look slightly less like space junk, and slightly more like a car again - I am hoping to get it back together and running before i leave for the UK - hmmmm - you know the old adage about IT projects? Yup, that applies here too - it'll take twice as long and cost four times as much as budgeted…..

Meanwhile, I hope you manage to get your car(s) out for some lovely cool open top motoring, and stay safe, upright and mostly on the blackstuff!

Pip pip

Ashton

From The Editor
Tom Devitt



A bit over 70 years ago this month the 'L' plate was introduced in NSW, but for the life of me I cannot remember what was used to warn fellow drivers and road users that there was a learner driver in front of them. I vaguely recall a sign saying 'driver under instruction' but I may be wrong. If any of our (ahem) senior members remember, then please toll me.

Having said that there were not many cars on the road in those days. In Sydney, Gladesville bridge, Iron Cove bridge and Pyrmont bridge were all only one lane each way and de Burghs bridge approaching Pymble was a single lane only bridge.

In Chunky's Chatter this month is in some ways it is a rather sad anniversary issue. Jim Clark died at Hockenheim and Ellio de Angelis was born and recently we heard of the passing of Susie, Wife of Sir Stirling Moss.

Before closing, I came across the attached photo of the F1 drivers who were sponsored by Dunlop Tyres. Many of them are obvious, but I am having trouble identifying some of them. Anyone help?
See you in May

Tom



Front Row Jimmy Clark , ?, a Young Jack Brabham?

Middle row , John Surtees, Graham Hill, Ritchie Ginther?

Top Row, Jo Bonnier , Bruce McLaren.?????

SA Lotus Torque

An occasional contribution from our SA correspondent

Words and Pictures courtesy of Andrew Stevens

All British Day – Echunga 5th March 2023



The lineup of Lotus at the ABD

Well after a 3 year absence, the 2023 edition of the All British Day kicked off with the SCCSA breakfast at Mylor Oval. An eclectic group of early starters turned up for orange juice, egg and bacon roll and coffee or tea. David Hopper was in the passenger seat of my S2 Elise as we made our way up the freeway, and then through the hill's towns of Stirling and Aldgate before catching a Hillman Hustler on the run down to Mylor. It turned out that the somewhat rare (only about 600 were made) Hustler was David's first car (his taste has improved over time), and a lively chat with the enthusiastic and knowledgeable owner was on the cards.

The usual batch of MG's, Sprites, and Rootes Group vehicles were supplemented by Rovers, Land Rovers, Range Rovers, and Triumphs of various guises. Along with some interesting Jensen's, both of the Interceptor and Healey variants, the cars trickled in, as Lotus owner David Tye orchestrated the parking arrangements in the chilly morning. The cheery SCCSA volunteers were kept busy serving hot coffee across the morning, despite the light drizzle.



Georg Kazis Evora shares the ABD with Andrew's S1 and John Carter's S1

Before long it was time to dodge the archery club that had set up on the oval, and head up the valley, bypassing Handhorf for the hamlet of Echunga, with our gate passes properly affixed, and the "No pass no entry" warning front of mind. The "featured marque" for 2023 was the City of Coventry with Rootes Group, covering Singers, Sunbeam (I've never seen so many Tigers in one place), Humbers, Hillman, and whatever taking pride of place on the oval, along with their two wheeled cousins from Triumph and BSA.

The Lotus crew were sandwiched between the Rolls Royce club, and the cheery and well organised Zephyr owners club who had arrived early. It was a pity that their site map reading skills were not quite up with their enthusiasm, as they managed to park entirely within the area allocated to the Lotus crew. With a bit of juggling and squeezing we managed to sort things out, and everyone had a spot, although an errant Roller somehow found its way into our midst.



Jo Caves +2 and Brett Molineux VX-220 at ABD

There was a great array of Lotus cars on display, including what must be the last unsold Exige Cup 430 in the Zagame tent. In the Lotus area Mike Bennett had brought both his S4 Elan and Seven, the 12 being on

display at the Strathalbyn museum for the summer. There were plenty of other Elan's present. Paul Charal was a great source of interest and information with his recently rebuilt, ex John Custance, S3 drophead looking splendid in its new paint. Steve Vincent had his brilliant yellow S4 drophead, recently acquired from WA, while Jo Cave had her Plus 2 running again. David Baird and his Lotus Cortina attracted lots of attention from the blokes in the Cortina Club



Mike Bennett and his Elan brave the weather at the ABD

The only Esprit present this year was driving instructor Chris Sofokleous' brilliant white James Bond themed Series 1, complete with champagne and silver ice bucket. Brett Molineux had brought a rare VX-220 from the Hethel factory, and of course there was a gaggle of Elise's with Wayne MacIntosh's immaculate S1, John Carter's VHPD engined and bewinged S1, and my S2 carrying the can for Elises built in the current century.

In the Evora class, Photi and George Kazis had their pair of Type 131s looking spectacular, with George still grinning from the Adelaide Tarmac Rally.



Paul Charal brought his S3 Elan

With the cars all parked and the punters streaming in, the clouds parted to let the sun highlight the lines of the cars and backlight the photographic efforts of the masses. We'd been warned that there was a storm front due around 3pm, but the first effort arrived about 11am, causing a rush for tarpaulins, roofs and other waterproofing means, with bonnets and doors shut, and everyone huddled behind the windscreen or running for cover. The weather soon cleared and the conversation and animated inspections quickly resumed. From preparation for the forthcoming Adelaide Motorsport Festival, to finding engine numbers on twin cams, there was never a dull moment. Mike Bennett revealed that his latest project didn't involve wheels or springs, but the cataloguing of early Lotus importer Derek Jolly's business records.

However, the weather wasn't finished with this edition of the ABD, and as 3:00pm approached so did another storm front, with some ugly grey clouds headed straight for Echunga to spoil the fun. As the spectators cleared off, David and I decided that a spot at the front of the exit queue was the smart move, and were soon on a rather bedraggled run back home through the hills. I at least had tickets to the 27 Club that night at the Adelaide Fringe to look forward to, until I realised that it was an open-air venue.

The resumption of what has been a major feature of the classic car scene in Adelaide, the return of the All British Day was a welcome return to normalcy, even if the weather wasn't. With the rust brushed off the organisers after a couple of years of frustration, we're looking forward to an even bigger and better 2024.

A big thanks to Graham Smith for offering up his ABD entry following the sale of his Elise.



Wayne MacIntosh's pristine S1 in exalted company at ABD

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

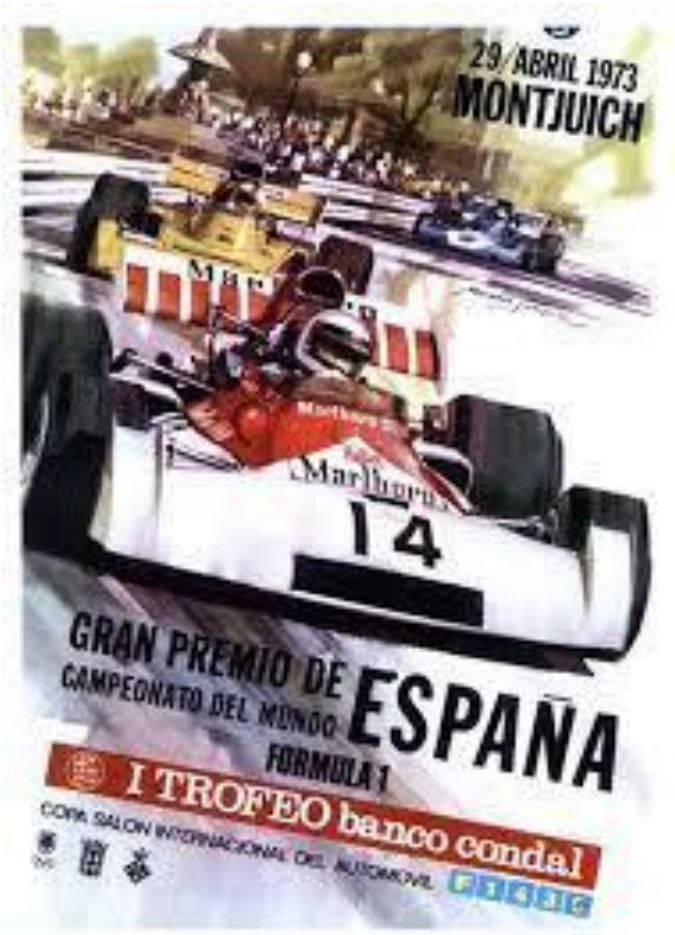
Engine

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

50 years ago this month the Spanish Grand Prix was held at the picturesque Montjuich Park in Barcelona

On the weekend of 28th and 29th April 1973 the Spanish grand Prix was held at Montjuich Park in Barcelona. This was a very picturesque location and an exciting circuit as much as Jarama at Madrid was boring. With some lethally quick corners and little straight, cars were already averaging 100mph lap speed. Thursdays practice was a non-event since the FOCA decided they weren't ready. That is, all but Graham Hill whose Shadow team were not part of the association, so Graham alone went out to practice. Team Lotus had a 72 R7 for Fittipaldi, and 72 R8 for Peterson. 72 R5 was also being delivered to the circuit from Zolder. Brabham, now owned by Bernie Ecclestone was there with two new BT 43 and a very flash new transporter. Official practice commenced Friday and during practice Peterson quickly got down to the lap record. Fittipaldi was not happy with R7 and was sweating on the arrival of R5. Towards the end of practice, Peterson really blitzed the rest of the teams with a 1 min 22.9 and then a demoralizing 1 min 22.4 sec.



Paster for the event. Then organisers obviously thought the Marlborough sponsored BRM's were the car to beat

At Saturday afternoons practice, 73 R5 had arrived so Emerson was happy but with the heat of the day brakes became an issue for all of the teams. As practice drew to a close a real contest emerged between Hulme, Peterson and Stewart. Hulme did a 1.24.1 then Peterson a 1.23.6 then Hulme a 1.23.5 then Peterson a 1.23.2, then Stewart matches the 1.23.2 but a practice drew to a close Peterson did a 1.22.7 followed by a 1.221 and finally a 1.21.8 to get him pole and no one even near him.



Emerson closes up on Cevert in the Tyrrell Ford

On race day the circuit quickly filled to capacity and at 12.15 race start, Peterson from pole roared away from the rest with Fittipaldi starting in 17th position. By lap 5 Peterson was 3 seconds in the lead then Stewart, Hulme, Cevert and Fittipaldi. By lap 12 the heat was starting

to affect the tyres and soon Regazzoni and then Lauda pitted for tyres. At lap 25 Peterson went through the tail enders with ultimate ease. At lap 48 Stewart was out of the race when one of his inboard front brakes failed. This left Peterson in the lead, Fittipaldi in second and Reutemann on the same lap. On lap 55 Reutemann suddenly stated closing on Fittipaldi and soon after Peterson rolled to a half with a gearbox full of neutrals.



Ittapaldi on his way to victory

Whilst Peterson's race was over, the fact that Fittipaldi was slowing has everyone puzzled. The problem was a slowly deflating rear tyre. Emerson's



driving skills came to the fore as he eased the car around the right hand bends and was back to race speed for the other parts of the circuit. But that was never going to work and Reutemann, by lap 65 had him in his sight. Then the unbelievable happened, as Carlos headed for the pits with a rear universal joint broken, and his race finished. Team Lotus breathed in relief and the next car was Cevert in his Tyrrell, long way back. Even worse was the fact that Francois had enormous trouble getting past the American George Follmer in his Shadows who was intent in blocking Cevert for as long as he could.

And so that's the way they finished. Fittipaldi balancing his Lotus through the right handers with only the safety pegs keeping the tyre on the rim. Of the 22 starters there were 12 finishers and many of these struggled to cross the line.

TD

Lotus Formula one driver Elio De Angelis was born 65 years ago last month



EA young lio de Angelus

Elio de Angelis born 65 years ago last month a Lotus F1 driver and probably the last of the true F1 gentlemen. Born of a very wealthy Italian family he chose not the follow in the family's luxurious life-style. At age 14 he was competing in karts against American Eddie Cheever. At 17 he was world runner up and in 1976 he was European champion. He quickly went into F3 in a Chevron and then a Ralt.

In 1979 he got a drive for the Shadows F1 team and debuted at Argentina in a dog of a car, he still managed to finish seventh, but bigger teams were watching including Colin Chapman. At Lotus, Carlos Reutemann was moving to Williams, so Colin snapped up Elio. In the 1980 Brazilian GP in a rather uncompetitive Lotus 81 he squeezed into second place. He was soon joined by Nigel Mansell but it became clear that at least for the first 2 years of their partnership Ellio was the better driver.

In 1982, de Angelis won his first F1 victory at Austria, beating Keke Rosberg by a mere ½ second, which became one of the tightest victories in the sport's history. He later recalled to Autosport magazine "Rosberg was second and went on the inner side. I thought I had to do it at all costs: I blocked it in every way, it couldn't happen".

In January of that year the F1 drivers went on strike, demanding more say in negotiating contracts and freedom to speak to the media. During the strike organised by Lauder and Pironi, the drivers dragged mattresses into the South African hotel lounge and held up there. They were entertained by Elio, who was an accomplished concert piano virtuoso. He also got the



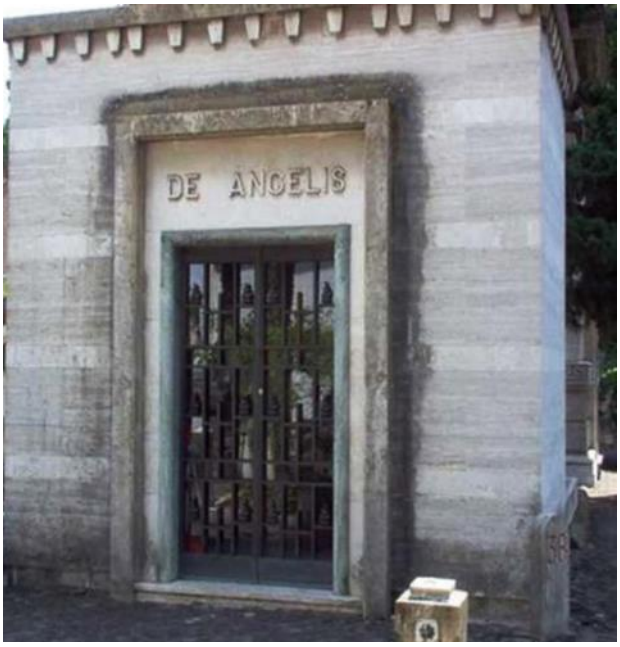
Elio_De_Angelis_Lotus_94T_Dutch_GP_1983

nickname of the Black Prince (Prince because he came from a rich family and black because the JPS cars were coloured black).



Elio in the Brabham BT55 at what looks ominously like Monaco

Lotus then started going through a lean period with Renault turbo engines but in 1984 started to have some success with both Elio and Lotus finishing third in the World Championship. For 1985 he was victorious at Imola (but only after Prost was disqualified). But now his teammate was Ayrton Senna, who quickly got all the attention from the team. In 1986 Ellio left Lotus to join Brabham and drive the BT55 a somewhat radical design from the pen of F1 genius Gordon Murray. This car was the basis for the most famous car in F1 history the MP4/4 (15 wins out of 16 starts). Minardi later recalled speaking to Ellio "I'm going to Paul Ricard to try Brabham instead of Patrese, who kindly left me his seat to see if I could fit in the car"



The de Angelis family mausoleum in the Cimitero del Verano in Rome, Italy, where Elio de Andelis was laid to rest

During the test there was a breakage of the rear wing on the main straight, Ellio lost control and rolled 3 times, crashing and catching fire. Alan Jones, Nigel Mansell and Alain Prost tried in vain to release him from the wreck. Mechanics arrived in shorts and no fireproof clothing. When the circuit firefighters arrived, a long delay had ensured. However they managed to turn the car over and free Ellio but it took another ½ hour for the rescue helicopter to arrive. Initial diagnosis was hopeful, a broken collarbone and minor burns. But by the next day he was dead from the smoke inhalation from his burning car. He was 28 years old.

It is a sad fact, but such a tragedy is often needed to but things right. From that day sufficient firefighters correctly dressed, and a helicopter was required a all F1 circuits when any activity was to take place. John Barnard is quoted as saying "Now days, people get angry because the helicopter hasn't arrived for testing, whatever the reason you cant start without it. They need to see what happened that day. That way they wont get angry! "In fact, F1 was without deaths for 8 years until the tragic day in 1994 when Ayrton Senna and Roland Ratzenberger lost their lives at San Marino.

TD

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

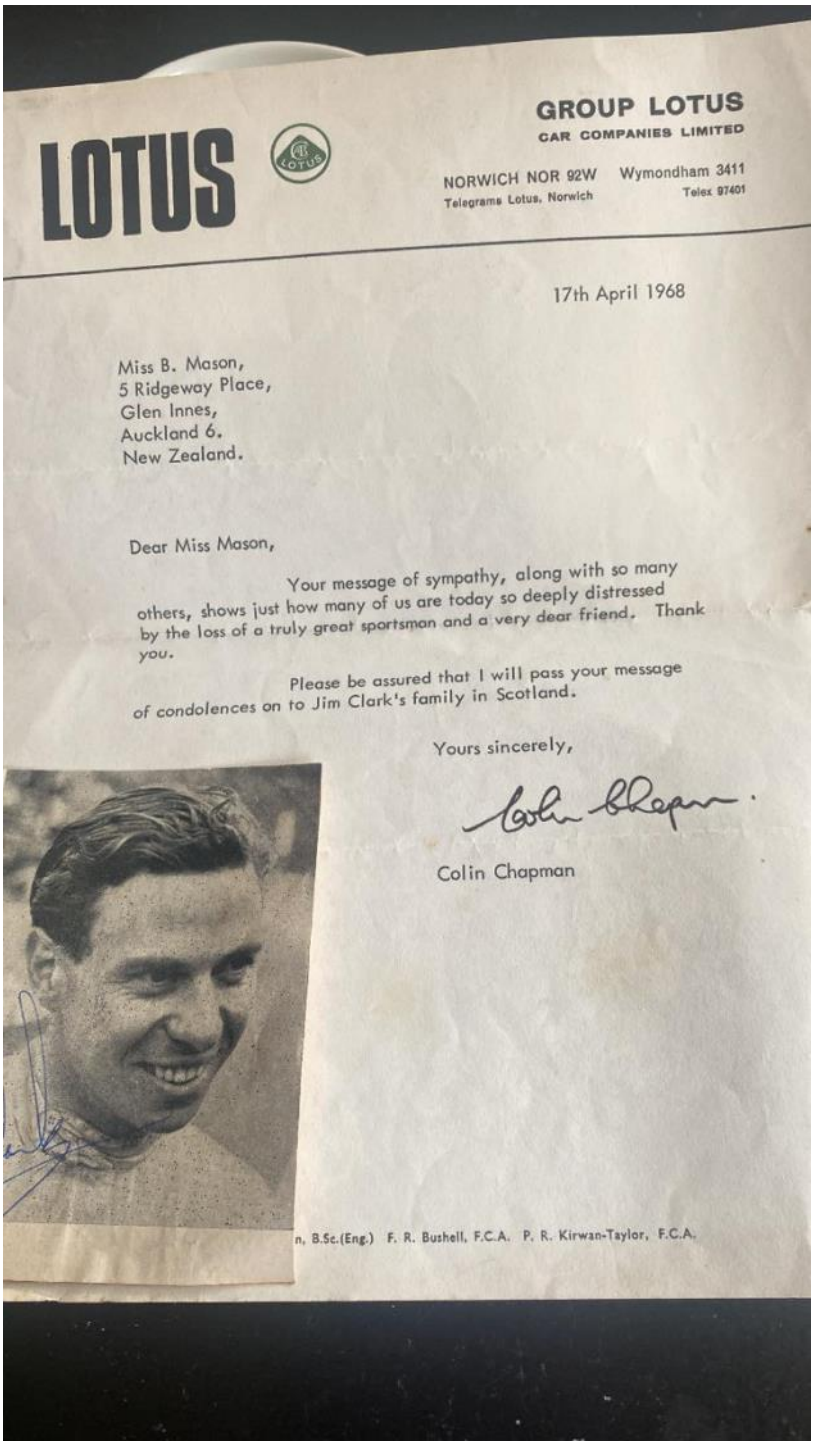
Jim Clark remembered by his mechanics

55 years ago, this month in 1968 Jim Clark died in a terrible accident at Hockenheim circuit in Germany. His parting has been written about countless times, so I am not going into it again. Over the years Lotus staff and team mechanics have reminisced what a natural and superb driver he was so I thought as a reminder of his genius I would recall some of these.

Cedric Selzer. "But the thing about Jimmy, one of the ways he was so much better than everybody else, is that if there was a problem with the car, he just drove around it. Like in the 1963 French Grand Prix at Reims: he got a bad misfire, the engine was at least 1500 rpm down, but he managed somehow to stay in front. Then it started to rain, and as the track got slippery, he even extended his lead and he won."

Bob Dance (long tome Lotus mechanic and still working for Classic Team Lotus) "Another one was the 1965 British Grand Prix. He was in the lead, Hill's BRM was second, and suddenly Jimmy was coming through Woodcote every lap with his engine apparently dead. Then on the straight the engine would cut in, sounding fine and healthy. We couldn't understand what was going on. Because of this, Hill was catching him but Jimmy managed to stay ahead and won by 3.2 seconds. Afterwards he told us that on long fast right handers like Woodcote, the oil pressure needle was sagging down to zero. He didn't want to run the bearings, so on those corners he was dropping the clutch and coasting around. And like that he got the flag"

Cedric recalls again "At the 1964 French Grand Prix at Rouen, there was a support race for historic cars, which was won



LOTUS

GROUP LOTUS
CAR COMPANIES LIMITED

NORWICH NOR 92W Wymondham 3411
Telegrams Lotus, Norwich Telex 97401

17th April 1968

Miss B. Mason,
5 Ridgeway Place,
Glen Innes,
Auckland 6.
New Zealand.

Dear Miss Mason,

Your message of sympathy, along with so many others, shows just how many of us are today so deeply distressed by the loss of a truly great sportsman and a very dear friend. Thank you.

Please be assured that I will pass your message of condolences on to Jim Clark's family in Scotland.

Yours sincerely,

Colin Chapman

Colin Chapman

n, B.Sc.(Eng.) F. R. Bushell, F.C.A. P. R. Kirwan-Taylor, F.C.A.

Colin Chapman personally replied to all the letters of sympathy that he and the Team received.

from pole position by Patrick Lindsay in his ERA Remus (a 1936 front engined monster). Lindsay had raced it for years, it was totally familiar to him and he was very quick in it. Jimmy asked Patrick if he could try it. Rouen was a particularly challenging road circuit, with those fast down hill sweeps, and Jimmy had never driven anything like that, it was totally alien to his experience, sticking up in the cockpit with that big steering wheel and rock hard suspension. He only did four laps, but at once he got four seconds under Lindsays pole time. Afterwards I asked him what it was like: 'It handles quiet well, actually. But it's a bit bumpy'"



1936 ERA Remus

Sir John Whitmore chatting with Jack Sears "And remember Spa 1963? He had a lead of more than 2 minutes at two thirds distance and then the rain came and it really bucketed down! He won by nearly five minutes." "But he could get up-tight. Out of the car he used to bite his nails a lot, and if something scary happened to him his eyes would go big. At Pau once, Ferodo gave us some new brake pads to try in practice, DA2s instead of DS11s. They weren't right and Jimmy nearly had a very big accident. When he came back in his eyes were open very wide.

David Lazenby remembers Sunday 10th September 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 Jimmys 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 his car and didn't release it until years later." It was only after two years deliberation that the Italian court found Clark blameless.

And finally, Bob Dance remembers that terrible day April 7 1968 when Clark was killed. "Jim Endruweit and 'Beaky' Simms were at Hockenheim running Jimmy and Graham in the F1 48s. I was at Brands Hatch for the BOAC 500 running the 47s for Jackie Oliver and John Miles. That's where I heard the news….. when Jimmy's car came back to England, the old man got together a group to examine it properly: Keith Duckworth, Mike Costin, an air-crash investigator and me…""For Colin, Jimmys death was a crushing blow. The first European Grand Prix of the season was in Spain; five weeks later. Colin sent one car for Graham, but stayed at home. Driving the transporter down, we got to the Spanish border to hear that Mike Spence had been killed at Indianapolis testing one of the Lotus 56 turbines. I remember thinking Oh no. Surely the Old Man will pack it up now". Well as it turned out Hill won that race and went on to be World Champion.

Bob Dance again "Jimmy got his results by pure natural talent; Graham got his by hard graft".

TD

Sandy Bay Hobart Tasmania March meeting. Thanks to Robert Verhey for the photos.
















MG 0078






PE 1800

Wakefield Park in NSW set to return, or is it really that simple?!

Recently there was a PRESS RELEASE type of article in Auto Acton promise to reopening of Wakefield park racing circuit. But whilst the article is full of praise and back slapping of those involved there is very little content as to how the series of problems that led to its closure are to be resolved. Its all down to 'collaboration and surrounding community' but little else. I guess we will have to wait until we see what happens. The following is the announcment.

In a result that is set to secure the future of Motorsport in the Goulburn Mulwaree Shire and Greater NSW, The Benalla Auto Club is excited to announce that Wakefield Park has been sold to Steve Shelley, the owner of Pheasant Wood Circuit.

The vital collaboration means that work is now set to ramp up in conjunction with the involvement of the surrounding community, to facilitate and ensure the re-opening of Wakefield Park.

Pheasant Wood Circuit is located at Marulan, just 25 minutes drive from Wakefield Park towards Sydney.

Both the BAC General Manager Stephen Whyte and Steve Shelley have attributed the facilitation of the arrangement to Local Liberal Member Wendy Tuckerman, who related her enthusiasm for the breaking news.

"We are thrilled to have found a solution that will allow the reopening of Wakefield Park Raceway," said Tuckerman. "This is a win for the motorsport community, local businesses and the wider community."

Whyte has declared it a "significant moment" for the future of the park, and that its new custodian is well placed to ensure its continued operation.

"Today is a significant moment for the future of Wakefield Park," Whyte described.

"With Steve and his team having significant experience in Motorsport facility management and event management, I couldn't think of anyone better to be the custodian of Wakefield Park Raceway.

"It is significant that Steve already knows the area and the current situation with Wakefield Park and I have no doubt he will continue to work with the Residents, Council and Government to secure the future of the Facility.



A rather idealistic view of the Pheasant's Wood circuit

Whyte contributed the facility of the sale to the hard work of Liberal Goulburn & NSW Minister for Local Government, MP, Wendy Tuckerman, as well as acknowledging the Goulburn Mulwaree Council CEO, Aaron Johanssen.

"This arrangement would not have happened without the significant involvement and passion of Local Liberal Member Wendy Tuckerman.

"Throughout this whole process,

the Support of Wendy and her understanding of what we (the current BAC management) inherited, has given us some positive direction and clear indication of the obvious support from the government for the future of the Raceway."

"I must also acknowledge the Goulburn Mulwaree Council CEO Aaron Johanssen, and council staff that have been working through this behind the scenes over this time. We also look forward to continuing to work with Steve and his team in the future as they put plans together to reopen the circuit."



Wakefield park circuit in better times

The passion of the park's new owner, Steve Shelley, is evident, and he gives his thanks to all the parties involved as it assures the survival of the much loved and recently embattled raceway.

"I am passionate about Wakefield Park and have competed there on many occasions," Shelley said.

"The opportunity to continue our Track Ownership along with investment in the local community of Goulburn is something that we believe is critically important for the future of Motorsport in the region.

"I'd like to thank Wendy Tuckerman for putting myself together with Stephen and the Benalla Auto Club Group, and for being so passionate about a Motorsport Strategy that gives us the confidence to commit to this wonderful opportunity."

A statement from the Pheasant Wood Circuit owner also included this reference to the reopening in addressing the concerns of local residents.

'The acquisition of Wakefield Park Raceway by an established track operator in the region, such as Pheasant Wood Circuit, will breathe new life into the raceway and provide a sustainable and commercially viable solution to the noise concerns that led to its closure."

With the new ownership, and the strong relationship forged by Tuckerman, Shelley will set about building a new and exciting future for the track.

"I look forward to working closely with the neighbours of Wakefield Park and The Goulburn Mulwaree Shire Council when planning and securing the future of Wakefield, and especially avoiding any repeat of mistakes made in the past," he continued.

"I hope all parties and the Motorsport fraternity in New South Wales will be buoyed by this announcement about Wakefield Park Raceway."

With all that said, as publication time approaches, the possibility of re-opening is looking substantially more positive and many involved with the circuit have confidence it will be open again by mid year. The new owner also has plans for the extension of the circuit to make the circuit length 3 Kilometers. Here's hoping!!

TD


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
HSRCA
GUARDIANS HISTORIC RACING
SHANNONS
www.hsrca.com
historic sports and racing car association nsw

The widow of Sir Stirling Moss, Susie, died recently after a brief illness.



Stirling and Susie on their wedding day

In the final week of March this year many older motor racing enthusiasts were saddened to hear of the death of Susie Moss, Sir Stirling's widow. Born Susie Paine she married Stirling in 1980 and she kept him going after the terrible injuries, both physically and mentally that he succumbed to after his near fatal crash in 1962. They made a career for him with public appearances and she was always there to assist him when memory loss starts to take its toll in his later years. She was also his personal carer prior to his death in 2020.

She last appeared in public when the Duke of Richmond drove her around the Goodwood circuit in a tribute to her late husband in 2022.

Her family believe she died of a broken heart just 3 short years after Stirling death and still a young 69. Her sister Tina told the media that Susie's death was more from grief than ill health "My beloved sister died of a broken heart" ...She never recovered after Stirling left us, Their marriage was the greatest love story I have ever known".



Moss was clearly the best driver that Britain had produced in the post war period. It is well known that he never won a World Championship, but we sometimes forget that in an act of unparalleled sportsmanship he al-

lowed Mike Hawthorn to win the 1959 Oporto grand Prix, thus excluding himself from certain World Championship.

During his career Stirling won 212 of the 529 races he competed in, an unrivalled achievement at the time.



Susie sitting in Stirling's Mercedes SLR number 722, his winning Mille Miglia car

Two victories stand out. Firstly. the 1955 win in the Mille Miglia with navigator Dennis Jenkinson. Driving a Mercedes Benz 300 SLR, Moss completed the 1000 mile circuit (almost completely on public roads) in 10 hours and 7 minutes at an unbelievable average speed of 99 miles per hour and over 30 minutes in front of second place Fangio!

The second was, in fact the first Formula 1 Championship for a Lotus. In 1961, although not entered by Team Lotus but by privateer Rob Walker his Lotus 18 was victorious against the faster Ferraris an in 2 Team Lotus cars.

TD

CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS)

Believe it or not, it really is 50 years since that august group of Lotus fanatics started gathering in various car parks and homes in and around Sydney. Like so many acorn-sized beginnings, CLA has grown, morphed and changed over the years, but one thing has stayed constant – the focus on having fun with our Lotus cars. 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!) at Leura in the NSW 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

"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"

First was Evan Jones very closely followed by Russell Ash, with the answer of David Lazenby



David Lazenby in retirement.

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

'No matter how much money you have, when you get in the car you're on your own'

Remember the person quoted is mentioned in this issue of Chunky's Chatter.

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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	All British Day, The Kings School	8.30am	Thr Kings School Parramatta
	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

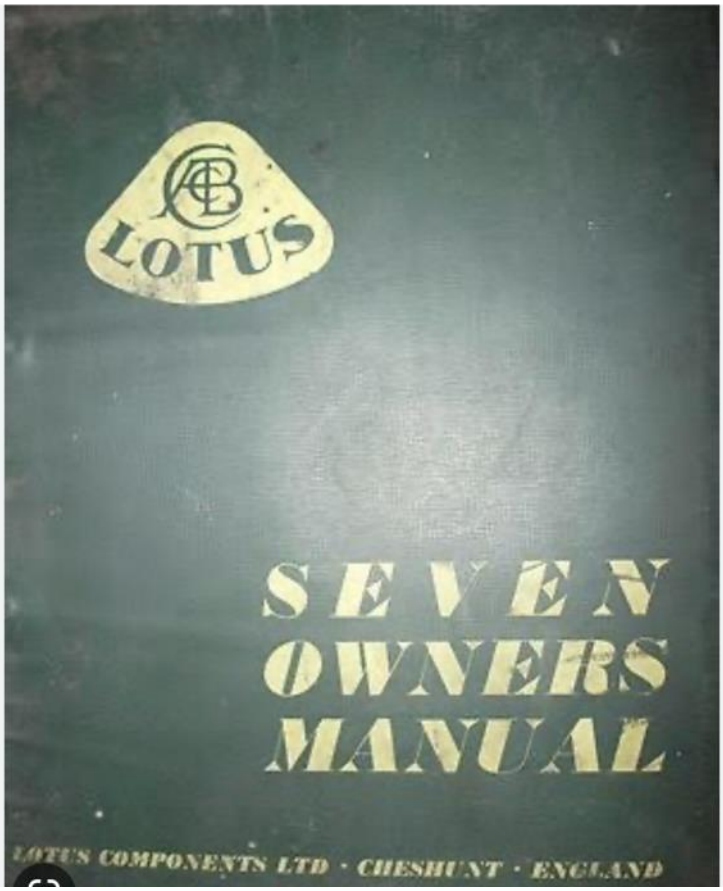
Month	Day Date	Event	Time	Location
Mar-23				
	Sunday, March 5, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
	Sunday, March 5, 2023	All British Day	9.30am	Uraidla
Apr-23				
	Sunday, April 2, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
May-23				
	Sunday, May 7, 2023	Lotus SA Gathering	9.00am	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

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: 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.

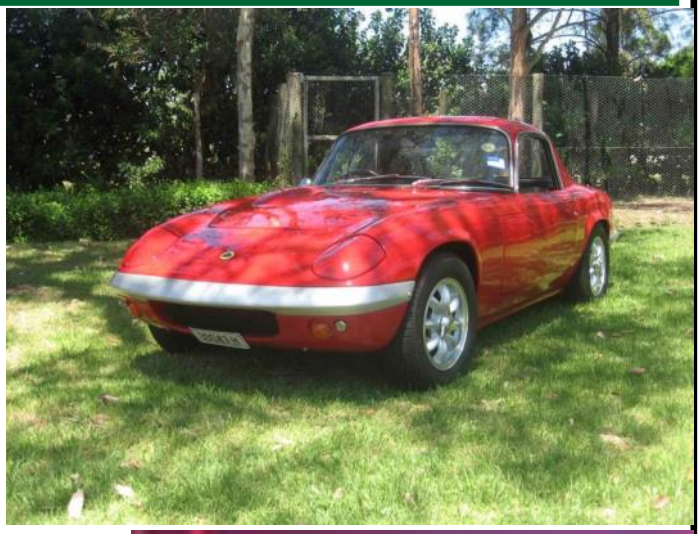
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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 upgrades, including:

Motor 270HP SSC Stage 2 power upgrade (supercharger pulley, injectors, airbox, tune)
SSC prototype headers, sports CAT and lightweight 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. Polyurethane 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)












CLUB LOTUS AUSTRALIA
50TH ANNIVERSARY
Fairmont Resort, Leura, Blue Mountains
June 23 - 25, 2023
LOTUS