MAY 2023



Chunky's Chatter

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



Inside this issue

- The anniversary of Lotus first Formula One race (it didn't end all that well!!).
- What's happening with Lotus at Hethel (or more appropriately. Wuhan).
- May is a great anniversary for Lotus F1 victories, w have a look at most of them.

May 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. *Cliff Allison releases his Lotus 12 Climax from the Monaco haybales on 18 May 1958, whilst teammate Graham Hill passes in the sister car*

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



Happy May, and happy autumn!

As we rush towards our increasingly fabulous joint Lotus 75th and CLA 50th Celebrations in Leura at the end of June, it would be remiss of me to fail to remind you one last time to book in! There are one or two rooms still left from our allocation at the Fairmont Resort and Spa, so book in for the event here: https://cla.memberjungle.com/index.cfm?module=event&pagemode=indiv&page_id=1791670 and you will then receive the code to get you a preferential rate for your room at the hotel. Or book in elsewhere for the nights if you prefer. Easy!

The itinerary is building out fast, with an amazing representation of the Past, Present and Future of Lotus; this includes our Guest of Honour, William Taylor joining us from his role at Classic Team Lotus, Mike Bennett kindly bringing his gorgeous Lotus 12 (the first ever Formula 1 Lotus), Brian Caldersmith putting together a fabulous slide show of the history of the Club and the Lotus marque in Australia, and our great friends at Lotus Australia/Simply Sports Cars joining us with the Emira to represent the recent present and, importantly, the great future. If we are really lucky, there may be another surprise guest too!

The weekend kicks off on the Friday evening with Registration and informal drinks, opportunities to catch up, chat to our guests and get ready for the rest of the weekend.

Saturday will see us running our own version of a show-and-shine event in the hotel carpark, followed by your choice of activities from a long list of options, or entirely up to you! There will be a few drive routes, and with the Lotus Emira present, perhaps the chance to get behind the wheel. And plenty of local sights to see, attractions to visit or you might want to simply hang out at the hotel, use the skating rink, or spoil yourselves at the spa.

Saturday night is our fabulous Gala Dinner, with guest speeches from William Taylor, Mike Bennett and several overseas contributors (read out by locals!), all interspersed with good food, wine and lively conversation; there may even be some prizes and such like.

And Sunday morning we will have a leisurely breakfast before saying good bye to friends and heading home, hopefully the scenic route!

So if you haven't made up your mind to come yet, hopefully something in that itinerary gives you reason to join us - to date we have nearly 90 attendees, which is fantastic! We'd love you to be there, so please get onto it quickly as we are starting to come under pressure from the venue to confirm numbers and release any remaining rooms. It's only seven weeks away!!

Aside from the planning that is going into that, we have the next round of the CSCA championships at Pheasants Wood on 17th June hosted by our lovely friends at the MG Car Club of Newcastle, so it would be great to see lots of us supporting that.

And of course our Tyre Kicks continue to attract a fascinating mix of the stalwarts and new members - I never fail to be surprised and enchanted by the variety and breadth of conversations held at these events; this month we will be at Carrs Creek on 14th as usual for the second Sunday of the month, and at Gough Whitlam Park for the 21st. A date for your diary for July - we have been invited to Charlie Frew's establishment in Hornsby for the 16th July for a morning of shining up your car using his top of the range preparation potions and polishes (my words, not his!) while supping coffee and eating bangers - full details to be published on the calendar shortly.

So if there's nothing in there that appeals, let me know what would, and we'll see what we can organise!

Meanwhile, keep safe upright and mostly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



I was glancing through Meta (Facebook) last month and came across a photo that was defined as "the drivers briefing at the 1958 Monaco Grand Prix." I immediately recognised Mike Hawthorn and Stirling Moss, and then another thing clicked in my head.' Wasn't this the first Grand Prix that Lotus entered?'. Well that's me done, I started looking into the race, the cars and the drivers and realised I had enough information to fill a complete issue of CC. But rather than bore every one's boots off, I decided to spread it over several issues. Most important however is that Car 353 has for many years been in Australia under the loving care of Mike Bennett in South Australia. It was sold by Lotus to John Fisher and then to Frank Gardner which is how it made its way to Australia. Laid up for many years, CLA Members Don Asser and Mike Bennett got the car and restored it to its firmer glory. (357) The other Lotus in the Grand Prix driven by Cliff Allison is still in the UK and still active in Historics as best I know.) The other Lotus Twelve to come to Australia 351 was in fact the first of this model to drive under its own power. Sold to Ernie Tadgell who imported it illegally into Australia in the belly of a crop-dusting plane he had also bought in the UK. Its story is filled with jaw dropping moments as I will tell you about that at another time. Before leaving the subject, Mike Bennett's car had another note worthy moment when Chapman lent it to Dennis Jenkinson for a run on Christmas Day 1957 on the roads around Hampshire, fitted with Trade Plates and all!

In fact May is dotted with Lotus victories throughout the years, so there is plenty of history to fill this issue.

On a more current note there is talk of Lotus listing on the American stock exchange, and as a surprise to no one, Lotus finally suspect that the electric vehicle may not be as close to taking over the motoring world as was first crowed about. Maybe petrol cars might hang around a bit longer!

Before I go, you will see CLA member Graham Dell as put a couple of very special cars in the *For Sale* pages. To be fair, I only allow one page for each ad, bit Graham has sent me a lot more, so if you are interested in either car, shoot me an email and I will forward you more details.

See you in June.

Tom



Interior of the Lotus Eletre with what looks like a huge dust storm outside!

65 years ago this month, Lotus first entered a Formula 1 Grand prix. Unfortunately fame and glory were still a few years ahead but the two Lotus Twelves (353 and 357) driven by Graham Hill and Cliff Allison, gave it their best shot!

The 1958 Monaco Grand Prix was held on the 18th May that year. The FIA was going through a bit of a brain fade, wanting to make the Grand Prix events into a series of sprint races, but Monaco (The circuits were still in charge of their events) kept this GP as the traditional 100 laps on the 3,15 Km. street circuit. Qualifying was based on practice times, selecting the quickest 16 from the 29 entries invited to vie for a starting position. Rob Walker, who was just starting out had signed up Maurice Trintignant, as well as Moss and Tony Brooke when they were not contracted to drive for Vanwall.



Drivers briefings were a rather informal affair

At 3.00 pm the Thursday before the race, practice started, most times matching the previous years until Jean Behra in his BRM started to do some serious laps. The Vanwall's of Moss and Brooks were not going too well until they swapped cars and started matching Behar's times.

For the first time Lotus was a contender in a Grand Prix with two Lotus 12's entered, one for Cliff Allison (357) and the other for Graham Hill (353). These were 1957 Formula Two cars fitted with controversial sequential gearboxes (the queer box) and starter motors. Allison's car was fitted with Weber carburettors whilst Hill's had SU's. Cliff was first in trouble with his head gasket blowing, and Graham having trouble with his brakes on the shiny streets of Monaco. The rear engined Cooper Climax had 4 cars in the race, heralding to motor racing that the day of the front engined monsters were drawing to an end. The team's main drivers were Jack Brabham and Roy Salvadori whilst privateer Rob Walker had Coopers for Maurice Trintignant and Ron Flockhart. Whilst Trintignant was getting good times, Flockhart was hampered by inappropriate gear ratios for the circuit, driving the older Cooper.

Friday practice commenced at the ungodly hour of 5.45 am which must have delighted the residents of Monaco, particularly those living trackside. Moss was clearly having troubles with his Vanwall's front suspension and steering. He came into the pits to get a drive in the Brooks car, but the Vanwall team manager would not let him get in it. Stirling went off for a bit of a sulk, sitting on pit wall until finally going to see Rob Walker and getting a few laps in the older Cooper. In the Cooper team pits all was going well and at end of practice both Brabham and Salvadori had recorded excellent 1min 41 second lap times whilst Trintignant was a mere 1/10th second behind them. Lotus however was not faring well, Allison came in with a split clutch line and Hill, still not happy with the breaking of the car, hit the curb and whilst the hit looked mild, the damage was enormous. The right front wheel was broken, bent the wishbone and the spring assembly, destroyed the king-post twisted the chassis and tore a



Jean Behra leads Tony Brooks as Jack Brabham heads the chasing pack

piece out of the bottom frame member. The mechanics quickly set to work fixing things. Allison was seen welding bits into the chassis and finally the mechanics heated the damaged side of the chassis with welding torches and then giving the chassis an almighty kick to straighten it and finally adjusting side to side with a length of string!



Colin Chapman being interviewed by Dennis Jenkinson from MotorSport magazine

Saturday practice didn't start till the afternoon and the Vanwall mechanics had been busy building a new car for Moss whilst in the Ferrari camp, they were shoehorning a 2 1/2 L Dino engine into the car of Wolfgang von Tripp's. The previous evening the sky's opened and whilst it was sunny day the track was still damp in places. Moss after warming up did a I min 45 seconds to be with the leaders but then a Maserati blew up and showered oil all over the circuit. After this was cleaned up Moss finally did a 1 minute 42.3 seconds to get him in 8th position on the grid and the third of the 3 Vanwall's.

On Sunday afternoon the race started, and as a premonition to the years to come, 10 of the 16 starters were British Cars, Lotus starting 13th for Allison and 15th for Hill. When the flag fell, Salvadori from 4th quickly took the lead, but overexuberance saw him swinging wide at Gasworks and letting Behra, Brooks and Brabham through. He clearly had overdone it and was forced to pit immediately losing 3 laps whilst repairs were carried out. Behra was quickly in the lead followed by Brooks, Brabham, Moss, Trintignaut, Lewis-Evans and Hawthorn. The Lotus cars were sharing the last positions with the Maserati's. Hawthorn was really trying and passed Lewis-Evans then Trintignaut. In quick succession. The pits were visited by Lewis-Evans and Brabham, and on lap 18 the Vanwall of Brooks stopped on the hill up from Stn. Devote. Moss was the only Vanwell left and he took off after Hawthorn and Behra.

After a magnificent drive, on Lap 27 Jean Behra retired with no brakes. Moss was now on the pace and on lap 32 he went by Hawthorn into the lead, but this was to be short lived as he was forced to retire on lap 38 with his engine a whisker away from disintegrating. Hawthorn was now in the lead 30 seconds ahead of the Cooper of Maurice Trintignant. However, on lap 46, when Trintignaut came by the pits he was signalled that he was in the lead. Hawthorn was stopped after the descent from the station with a broken fuel pump. Whilst the race was not yet half over it was clear that Trintignant, should he remain driving his model race would win. Musso and Collins were too far back to worry him, von Tripp's a long way behind and with smaller fuel tank condemned to making several refuelling stops. The Lotus cars were nowhere, basically bringing up the final positions. Lap 60, then lap 70, Trintignant caught up with Brabham and was about to lap him, but Jack decided that wasn't going to happen. Maurice simply dropped behind Brabham and then when he was wasn't looking, Trintignaut slipped by him. Hill had a drive shaft break in his Lotus, Allison was overheating and kept having to pit for water. On lap 91 von Tripp's had his engine seize and Brabham inherited 4th place.



Maurice Trintignaut receives his trophy from Prince Rainier and Princess Grace (By the way, CLA member No1 Adrien Schagen was a good friend of Maurice Trintignaut)

Finally on lap 100 Trintignant took the chequered flag followed by Musso, Collins Brabham, Schell and Allison were the only ones to finish the race. The other change in the world of F1 was that 10 of the 16 entrants were using disc brakes which also foreshadowed to demise of the drum brake.

TD

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

SA Lotus Torque

An occasional contribution from our SA correspondent

Words and Pictures courtesy of Andrew Stevens

Zagame Joined us for the April Run to Strathalbyn

The monthly SA Lotus gathering was delighted to receive a not so surprise visit from Zagame's brand manager for Lotus in SA, Richard McLeod, in the recently arrive Emira. It certainly drew plenty of attention and, as Ashton has observed elsewhere, is quite a game changer for Lotus.

In the other game changer, I hear that Lotus have recently shipped their 1st all electric SUV's from the Wuhan plant. Zagame are keen to get one of these into country to show it off as well.



The SA Lotus Clan enthusiastically inspect the Emira

Richard joined us on the run up to Strathalbyn. It was hard to ignore the bright yellow shape in the mirrors as we headed down the Angas River Scenic Drive to Meadows and across the swoops of Paris Creek Road and the run into Strath. As always, the chat was lively and Richard and the Emira was the star of the show.

Lotus Took Pride of Place at the Adelaide Motorsport Festival Zagame Pavilion

After a hiatus of a couple of years, the Adelaide Motorsport Festival returned to the Adelaide Street Circuit in Victoria Park, where almost 38 years ago the likes of Ayrton Senna could be found putting his Black and Gold JPS Lotus at the front of the F1 pack. This was an era when not only was Lotus at the top of their game, but Williams GP Engineering were a competitive force, and McLaren had an Austrian rather than Australian driver.



The array of Lotus brightened up the Strathalbyn High Street: Courtesy Andrew Stevens



Mike Bennett's ex Graham Hill Grand Prix Lotus 12 on the Zagame Pavilion at 2023 AMF

Zagame had a well-supported corporate pavilion at the circuit. While Senna's 98T wasn't there, the first ever Lotus Grand Prix car, driven by Graham Hill at the 1958 Monaco Grand Prix, had pride of place in the Zagame stand, courtesy of owner Mike Bennett.

From all accounts, the Zagame hosted activities were a great success and they're planning an even bigger and better activity next year. On track, more than 200 cars were on show throughout the event, which included GT Style Cars, V8 Supercars, 5 Litre Touring Cars and Heritage Touring Cars, McLarens, Ferraris, Sports Prototypes, classic cars and the headline attraction, Formula 1 cars (whew). There were two world championship winning Brabham's on hand, and current F1 driver Valerie Bottas dropped in to engage with the fans and have a steer of a V8 Supercar. Motorsport Australia reported that the event had been a "*roaring success*" with motorsport fans being "*treated to a spectacular show around the famous Victoria Park precinct*". The event also saw the Australian debut of the Rodin FZED open wheeler, derived from the Lotus Type 125 (the closest thing to F1 ?)

May 1968, Jim Clark has just tragically died and Lotus are in 2 minds whether to continue!

May 1968, saw a heartbroken motor racing world and especially Team Lotus. They had just lost Jim Clark in the most terrible of accidents and now Mike Spence died when he hit the wall at Indianapolis and his right front wheel was ripped off and hit him in the head killing him instantly. Chapman retreated inside himself and refused to attend the next race, the Spanish F1 on the 12th May. He was in two minds as to whether to go but in the end sent one car for Graham Hill to use. Jackie Oliver was also entered for Team Lotus but Colin didn't send a car for him. Curiously there was another Lotus in the race, that of Jo Siffert entered by the privateer Rob Walker Racing Team. In the end of the 22 cars due to start, only 16 qualified.



Graham Hill before the start of the Spanish GP.

Practice and qualifying were on Friday and Saturday and the weather was good for all these sessions. However, a lot of the drivers had not been on this twisty Jarama circuit so good times were slow in coming. Surprisingly the Mexican driver Pedro Rodriguez got FTD in the first session and was never beaten on the Friday session. Half way through Saturday's practice, Chris Amon snatched the fastest time by ½ second from Pedro. A rather lucky feat given that immediately after his run, Piers Courage in a BRM dropped his oil on the first part of the circuit, closely followed by Jack Brabham who did the same on almost the same place. Bruce McLaren, following closely behind Jack, hit the oil and went into the safety barriers. Brabham's race was over as they did not have any spare engines for him and Bruce's team had a long night ahead of themselves rebuilding the bosses car. Graham Hill had a very ordinary practice and qualified 6th on the grid with Jo Siffert in 10th.



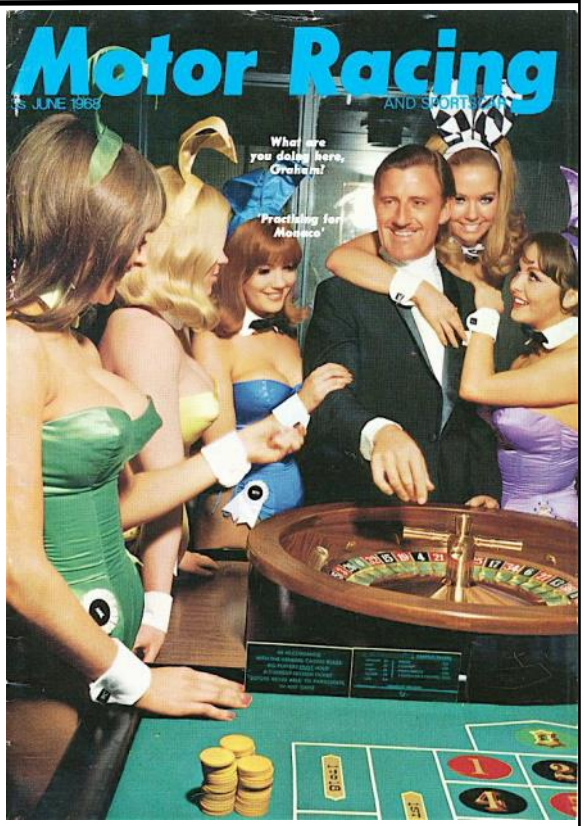
Chris Amon challenged for the lead for a time.

Sunday, possibly due to the smaller grid, saw a drop in crowd numbers and when the flag fell Rodriguez was fastest away followed by Jean-Pierre Beltoise, at the end of the first lap it was Amon, Hulme,



Graham on his winning way

Surtees McLaren and Hill who were on the tail of the 2 leaders. By lap 10 it was Rodriguez, Beltoise, Amon, Hulme and Hill. Jochen Rindt in a Repco Brabham was carving up the field from behind until no oil pressure put him out of the race.
By lap 29. Amon had taken the lead as Rodriguez, crashed heavily attempting to pass him and 15 seconds behind, Hill had managed to get past the McLaren. But then as he was just past the pits Amon's fuel Pump gave out and the car was out of the race. The second Lotus of Jo Siffert had his gear box give out, and suddenly there were only 7 cars left in the race. Hill had suddenly inherited the lead but Denny Hulme in the second McLaren was catching him quickly. But as he approached Hill, the pair came across Bruce McLaren limping around, who very sportingly pulled over and waved them through. Denny and Graham fought nose to tail until the chequered flag with Hill blocking every move that Hulme made to pass him on the narrow circuit. As Hill recounts in his memoirs '***Life at the Limit***' "I was delighted to have won, it was my first Grand Prix win since the American Grand prix of 1965, so it was a long time since I had seen the chequered flag". In the end, 5 cars finished the race.
TD



The caption reads "what are you doing here Graham?"..."Practicing for Monaco" is his reply.

From Spain, the teams moved to Monaco for the Grand Prix on the 26th May. Lotus had 3 cars entered, the team had Graham Hill in the new 49B and Hill's 49 he drove in Spain also updated to 49B spec for Jackie Oliver, The third car was Driven by Jo Siffert for the Rob Walker racing team.
At the Monaco GP the previous year, Ferrari driver Lorenzo Bandini had been killed in a shocking accident at the circuit. Two years earlier he had been contacted to John Frankenheimer, who was making the movie ***Grand Prix***. Bandini recommended the harbour chicane for one of the crash scenes. Movie actress Eva Marie Saint noted bitterly that, this spot would be the site of Bandini's death in the race one year later. Running second to Denny Hulme on the 82nd lap, he lost control of his car as had just entered the chicane when his Ferrari's left rear wheel hit the guard rail, sending him into an erratic skid. The car overturned and hit straw bales which ignited from a rupturing the fuel tank, Marshals flipped his car upright and pulled Bandini, unconscious, out from the flaming Ferrari. Bandini sustained third degree burns covering more than 70% of his body, as well as a chest wound and ten chest fractures. Three days after the crash, Bandini succumbed to his injuries.
Dennis Jenkinson reporting for MotorSport magazine wrote "For the 1968 race, the Automobile Club of Monaco made two feeble moves. They repositioned the chicane and reduced the race length from 100 laps to 80"...."It seems the reduction in race length was connected to the fact that Bandini crashed on lap 82 and that by lap 80 he had shown signs

of fatigue". It comes as no surprise that Ferrari. Whilst invited, did not show for the race.
France was embroiled in a general strike, so the organisers were very nervous, and in fact borrowed generators from a local film company in case the strikers caused a power failure in the tunnel during the race. To add to the tension there were now 400 horsepower V12 an V8 engines for Matra and Brabham as well as several teams now running the latest V8 Cosworth's. 3 drivers were experiencing 400Hp for the first time, Beltoise (V12 Matra) Oliver (V8 Lotus Cosworth) and Servos-Gavin (Matra Cosworth V8).



Graham at attention as the British Anthem is played. Princess Grace beside him.

Enormous horsepower is not necessarily a blessing on the relatively slow and difficult Monaco circuit, which involves dragging away from 4 almost standing starts, 3 from hairpins and the last at the junction of the seafront road. This all happening every 1.5 minutes. Blind Freddy could tell you that this was quickly going to have severe structural stresses on parts of the drive trains on these vehicles. Before long Siffert broke a drive shaft as well as a crown wheel and pinion, the Honda stripped teeth off its crown wheel, Scarfiotti's Cooper sheared the bolts on a driveshaft, the Eagle's new V12 engine blew up and the Matra V12 developed an oil leak at the front of the engine.
For once Team Lotus were going well with Hill leading practice times and the only problem being that the oil catch tank was too small. To quote Dennis Jenkinson again "Hill was the only driver to get near the existing lap record with a 1 min 28.9 seconds and Rindt was the only other driver to break the 1 min 30 sec, but whilst Hill looked as though he could do his time all day long, Rindt looked like an impending accident".
Race day was perfect. Maximum crowds. Bright sky and warm soft winds. The large French contingent were ecstatic as a French car shared the front row of the grid with the Lotus of Graham Hill. Johnny Servos-Gavin in a French Blue Matra had them all-a-twitching!
Louis Chiron (who believed himself to be in charge of running the race) gave a long speech to the drivers (in French) so that only 5 of the starters had the foggiest idea of what he was raving about! At the start young Johnny won the drag race from Hill and led the pack. Hill following but staying a sensible distance from Servos-Gavin. As the cars entered the tunnel, McLaren skidded (on what was probably spilt fuel) and hit the Armco damaging the suspension. Slowing down a group of cars came on him quickly. Oliver, on the outside had no where to go but up McLaren's bum! Both the Lotus and McLaren were now out of the race. The young Johnny Servos-Gavin stayed in front for 3 laps until his left hand drive shaft broke in two, with the flaying ends smashing the rear suspension arms to bits.
Hill was now comfortably in the lead and settled down to drive a steady race. After 10 laps there were 10 cars left in the race. Hill leading comfortably, followed by Siffert in the Walker Lotus 49, then Surtees (Honda) then Atwood and Rodriguez (in BRM's), then a distance to Beltoise, Hulme then Bianchi, Scarfiotti and Courage unhappy in his BRM which seemed to be steering from the rear as much as the front! Things continued to get worse for the remainder of the field with only 17 laps gone there were only 5 cars left in the race. Whilst cars dropped by the wayside, Hill stayed in the lead with Richard Atwood never far behind him. Hill kept the lead to about 4 seconds. And that's how they finished, Atwood seeing it as impossible to challenge Hill chose a sensible second spot.
Third was Lucien Bianchi in a Cooper. Incidentally, this result was to be Atwood and Bianchi's only Formula One podiums in their motor racing careers.
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

Well, we had a little bit of a mini-quiz in last months Magazine. Thanks for your answers

To, Robert Hunter, Elliot Nicholls, Bruce Simpson Anne Blackwood and Bill Hucker. Hope I haven't left anybody out!!



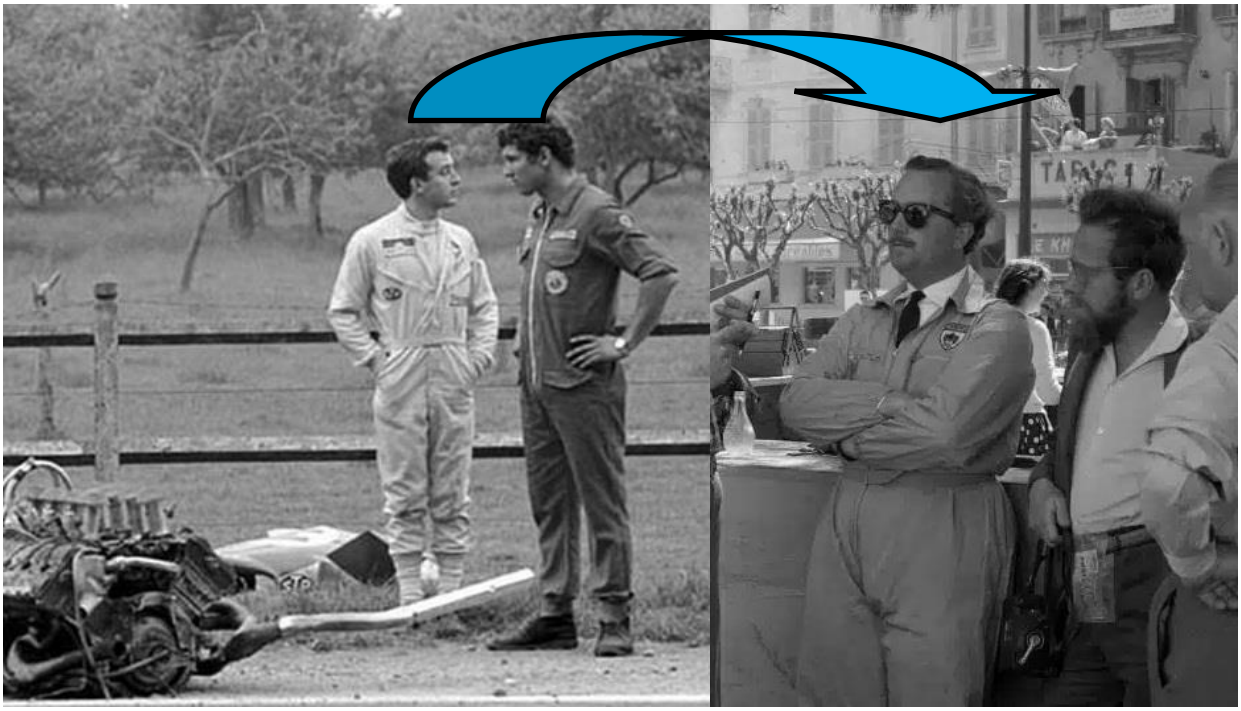
So. as best as we all can remember

Back Row, Phil Hill, Dan Gurney

Middle Row, John Surtees, Graham Hill , Jo Bonnier

Front Row, Jim Clark, Richie Ginther, Bruce McLaren.

One of my favourite Lotus photos is of Jackie Oliver, standing alongside the wreck of his Lotus 49B after crashing heavily in the warm-up for the 1969 French GP at Rouen. The "***Keep moving, nothing to see here***": look on his face, has always had me fascinated. Now, maybe, I can see where he got it from, with Colin Chapman, clearly not very interested in talking to Dennis Jenkinson at the 1958 Monaco GP!



It doesn't always have to be about Lotus does it!

America land speed record holder Craig Breedlove passed away recently.



Breedlove after achieving 800mph in 'The Spirit of America".

Craig was born in 1937 and was 5 times world land speed record holder. He was the first person ever to reach 500mph (800km/h) and then 600 mph.
His first record attempt in 1983 was in a 3 wheeled (Tricycle) powered by a GE J47 Turbojet in which he reached 407mph.
However, by 1984 competition was coming out of the woodwork. Both Walt Arfons and his brother Art got in on the act, but Craig was still in the race and quickly rose the record to 368 mph and then to 526 mph which gave him his 500mph title. However, all was not perfect with the attempt, when one of his drogue parachutes failed and the car rolled on for five miles before coming to rest in a lake. Sadly, this record only stood for 12 days before Art Arfons broke it with 537 mph average over 2 runs.
Craig now built another monster powered by a J79 turbojet. This got him back the record on November 2 1965, with 555mph, but 45 days later Art replied with a 576mph. Then on November 15 Craig did a 600mph, a record which he held until 1970. All these records were achieved on the Bonneville Salt Flats in Utah.
After this, he has a bit of a dabble in Real Estate before joining American Motors Corporation to prepare AMC Javelins for speed and endurance attempts. Two cars were prepared for endurance speed attempts on a 5 mile banked track in Texas. A record speed of 140.79 mph for 24 hours was set by Craig and his wife Lee. (I can't imagine anything more boring than cannoning around a banked oval track for 24 Hours!)



Breedlove with an AMC Javelins.

In 1992 Craig commenced work on a new outright world speed car the "Spirit of America Formula Shell" This was a huge gadget almost 45 foot long, 8 foot wide and near 6 foot high. It never really achieved anywhere the hoped for speed of 800mph and after a few failed attempts, Craig sold the car to Steve Fossett who died in an air crash before he could attempt any records in the car.
Craig Breedlove died in California on April 4th this year of cancer aged 86.

45 Years Ago this month Mario Andretti and Lotus were back in the game as the Lotus 79 proved unbeatable at the Belgian GP on the 31st May.



A start to finish win for Andretti and Lotus

The once great Belgian Grand Prix on the magnificent Spa-Francorchamps circuit in the forests of the Ardennes, with lap speeds of 160 m.p.h. or more, was now resigned to a rather small Zolder circuit, just off the Antwerp-Liege autoroute. The circuit of 4.3 kilometres in length, could only allow 24 starters. So, in addition to Bernie's 20 favorites (or FOCA members), invitations were given to Renault (Jabouille), Frank Williams (Jones), Arrows (Patrese) and Hesketh (Daly), to come and try to see if they were up to scratch!

The regulation saw two practice sessions on Friday, one and half hours in the morning and an hour in the afternoon. Team Lotus had finished off their Lotus 79 which appeared briefly at Monaco, and it was now Andretti's main car, his earlier car 78/3 standing by as a spare. Peterson was still in 78/2, until another 79 could be built (which would go to Mario with Ronnie inheriting Andretti's)

The weather was dry but very overcast and dull however, the whole circuit had been resurfaced and was looking very smooth. Obviously lap times were going to be good, but nobody bargained for quite such an improvement as Andretti recorded with the now properly ironed-out Lotus 79/2. With very little effort he just disappeared from everyone. The new "ground effects" Lotus 79 was unbelievable! With almost "neutral-steer" properties and running very smoothly it left everyone behind. In the morning session Andretti clocked 1 min. 21.78 sec., the nearest rival being Reutemann in the Michelin-shod Ferrari T3 with 1 min. 22.60 sec., A lot of teams were complaining about their Goodyear tyres, but the unescapable fact was that Andretti was running on Goodyears! As Dennis Jenkinson wrote in ***MotorSport*** of the day, "There was no doubt that Colin Chapman had got his equation of Lotus 79 chassis plus Cosworth engine plus Hewland gearbox plus Andretti's driving plus Goodyear tyres, absolutely right for the Zolder circuit." One remarkable fact emerged with the fastest and slowest qualifying practice times being from Andretti at 1 min. 21.48 sec. at the end of the day, to Rosberg at 1 min. 28.28 sec.

DSJ again, " First we hear that the Cosworth V8 is finished, then that Team Lotus are finished, then that Goodyear tyres are finished, and at one time I even thought that Andretti was finished! There are people who still find Formula One dull and boring!!!"

During practice, both Alan Jones and Bruno Giacomelli were slightly injured in separate incidences, but on race day they showed up ready to race, Jones saying that " the pain goes away once you start racing".

The 70-lap race was due to start at 3 p.m. and at 2.35 p.m. Fittipaldi led the cars out of the pits to drive a lap round to the warm-up grid. Eventually all 24 cars arrived on the grid and by 2.45 p.m. they lined up as per the grid chart. At one minute to 3 p.m. Andretti on the left of the road and Reutemann on the right, led the procession of 24 cars round a full lap of "warm-up" and everyone pulled up on the starting grid proper. When the green light went on, the black and gold Lotus 79 blistered forward with rear wheels spinning, and was gone. Reutemann's Ferrari hung back slightly as to avoid tyre spin, he selected second, but it wasn't there, and neither was third, as the field surged around him. More chaos ensured as Scheckter clipped Lauda's Brabham and flicked it into the barriers, at the same time, on the right Patrese punted Hunt's McLaren up the back and sent it veering left across the path of the rest of the grid. In the ensuing melee Fittipaldi was forced to brake to avoid the wayward McLaren and got hit up the back by Ickx with the Ensign, and Pironi's Tyrrell rode up the wheels of the Martini and flew in the air.

Additionally, on the warm-up lap, Jabouille had collided with Watson, the Ulsterman's rear aerofoil being

knocked sidewards, and now Pironi's Tyrrell and Ickx's Ensign were not the best adjusted cars on the track. Andretti was long gone away from all the chaos, with Villeneuve in second place, followed by Scheckter, Peterson and Patrese nose-to-tail.



Mario and Ronnie share the podium

At the end of lap 2 it was all over; Andretti was so far in front it was ridiculous and all he had to do was to play the game at his own pace. This he did via a sort-of remote with second place Villeneuve. He pulled out a comfortable lead over Villeneuve and then let the young Ferrari driver set the pace of the race, knowing he could pull out a second or more a lap whenever he wanted to. DSJ again "It was pure Chapman and Team Lotus magic, the Lotus 79 never looking strained, Mario Andretti virtually coasting along comfortably out of reach of the Ferrari, with little or no strain on the Cosworth development engine, the Hewland gearbox or the Lotus chassis. For Lotus enthusiasts it was a joy day. For the rest it was racing and anguish."

In the second Lotus. Ronnie Peterson was trying to find a way past Scheckter. As Jody started lap 8, a determined Peterson forced his way by on the first corner and was gone, Once Peterson had gone Scheckter headed for the pits to have plug lead fixed but was soon back again to have the front tyres changed, these two stops, at 10 laps and 14 laps, dropping him right out of the picture.

Andretti was still playing cat-and-mouse with Villeneuve, who was doing a first-class job holding second place, while Peterson was a comfortable third. Watson had a big spin on the right-hand bend leading into the back straight and bounced over the kerb and smashed the bottom of the Alfa Romeo engine, limping back to the pits to retire.

At half-distance, 35 laps of the 4.3-kilometre circuit, there were only eight cars on the same lap, with Andretti going as slow as Villeneuve, rather than disappearing into the distance, followed by Peterson, Reutemann, Laffite, Depailler, Regazzoni and Pironi. A lap down came Giacomelli, Arnoux and Lunger.

Suddenly Villeneuve was in trouble. Just as he braked for the first left-hand corner past the pits, his left-front tyre burst, and had to limp round the whole of lap 40 with the tyre disintegrating. By the time he got to the pits the wheel was locked solid and skating along on the mangled tyre and he was down in fourth place, Peterson and Reutemann having passed him while he was limping along. he soon set off again with a new wheel and tyre fitted, but was well down in sixth place, and was actually lapped by Andretti as he left the pits.

There were now only four cars on the same lap, Andretti's Lotus 79, Peterson's Lotus 78, Reutemann's Ferrari, and Laffite's Ligier- Matra. With no need to hurry Andretti let Villeneuve go by and get back on the same lap,

All was now set for a triumphant Lotus 1-2, but at the end of lap 56 there was consternation as Peterson came hurtling down the pit lane with his left-front tyre completely worn out. New front wheels and tyres were on in record time and the Swede rocketed out of the pits to re-joined the race in fourth position, behind the Ligier and in front of Villeneuve.. In a matter of seven laps Peterson stormed up to the Ligier, as if it wasn't there, and up to Reutemann's Ferrari in like manner. On lap 57 he was fourth and on lap 67 he was back in second place, having caught and overtaken Laffite's Ligier and Reutemann's Ferrari, just like that!

As they started the last lap Laffite got by the Renault and closed on Reutemann's Ferrari down the straight behind the pits. On the approach to the chicane the Ligier was half a length ahead, but on the wrong side of the road and on the wrong line. As they turned into the lefthander the two cars touched and spun, the Ligier going backwards off the road with bent suspension, the Ferrari gathering itself up and continuing! With the left side of the car damaged and marked by the Ligier's rear wheel, Reutemann finished an unhappy third, with Villeneuve in fourth place. Laffite would have been the only other driver to complete the 70 laps, as it was, he was in the sand at 69 laps.

TD

What's the latest from Lotus? A small excerpt fromChief Commercial Officer Mike Johnstone .



The soon to be released Lotus Eletre

Heard recently that Lotus's plans to float its Technology division on the NASDAQ ahead of the start of sales of its new range of EVs.
For perspective consider the fact that Lotus has never previously sold more than 5000 cars globally in a single year, and the company says that at no point in its 75-year history have more than a thousand of those come to the U.S. during one 12-month period. But with the arrival of the Lotus Eletre EV, plus the two models that are set to be built in the same plant in Wuhan, China, that is set to change dramatically. By 2028 Lotus is planning to be producing 150,000 of its new electric models each year in China, with around 50,000 of those coming to north America.

Recently the American magazine Autoweek spoke to Lotus's newly appointed Chief Commercial Officer Mike Johnstone at the Shanghai auto show
Lotus isn't going to give up on making sports cars, with the eagerly anticipated Emira about to go on sale in the U.S., but they will obviously become a much smaller part of the business going forward.



The Emira may have a longer life than first predicted.

"The relationship is effectively that Lotus cars [in the UK] is a manufacturer and supplier of sports vehicles, while the Wuhan factory creates our 'lifestyle' cars," Johnstone says, "but we're one brand. I'm passionate that within the organization we have to talk about and think about one brand. Lotus is global, it won't matter where the product comes from or which market we're in, we have to be one Lotus."
The Eletre will be the first of the new-age Lotus products to reach the U.S., although it will not be available there until 2024. The process for Federal



The Eletre will for the foreseeable future be made in China

type approval of the new Lotus still has to be undertaken. As with Tesla's recent decision to supply some Model Y from Shanghai to China, the Lotus EVs reaching America will all be Chinese-built—despite the need to pay a staggering 27.5-percent import tariff to bring them in. One obvious way to reduce that would be to manufacture locally, as both Volvo and Polestar, (part of the same Zhejiang Geely Holding Group which owns Lotus), have already committed to doing. But that isn't planned for the moment.
"Our plan is based on exporting from China to the U.S., but we will definitely look at other ways in which we can do it," Johnstone says, "and not just in the U.S., to be honest with you—there are other markets you could manufacture in that would help from a tariff point of view."
Lotus is also committed to being a pioneer of higher-level autonomy, with the Eletre getting multiple LIDAR (Light Detection and Ranging) sensors to enable it to operate safely at speed. In China we're told that it is already able to drive up to 200 km (125 miles) between the need for driver intervention. The company reckons that is broadly equivalent to Level 3 autonomy. But the target is rapidly to incrementally move that figure all the way up to 100,000 km, or 62,000 miles. As more permissive autonomy rules are introduced in the States, Lotus hopes to be able to immediately exploit them.
As we reported before, the Eletre will be joined in 2025 by a sedan sitting on the same EPA platform, with a smaller Porsche Macan-sized SUV arriving in 2026, all being purely electric. Lotus is also working on an EV sports car which we will see in 2027, but the unknown part of the product plan—for the company as well as outsiders—is how long the combustion-engined Emira will live for. The original idea seems to have been to directly replace it with the EV two-seater, but Johnstone admits that European moves to permit the continued sale of vehicles powered by so-called e-fuels could extend the Emira's life considerably further.

The first next-generation Lotus to reach the States will be the electric Eletre, due in 2024.
"I wouldn't rule anything out, and that is definitely something that the engineering team are aware of," he said, "one issue is always going to be different standards in different parts of the world, which is always bad for any lower-volume model, but our product plan is flexible enough to change based on legislation and customer demand."
One thing missing, despite Lotus's heritage, is any plan to return to top-flight racing. Despite being one of the most famous motorsport brands in the world, Lotus doesn't do anything more potent than GT4 at present. Should the sales renaissance not be led by an elite works race team?

"It's not part of our plan at the moment, but we know it is an incredibly powerful part of our history," Johnstone says, "if we find ourselves halfway into the plan and we're delivering or exceeding it, then I'm sure we'll start looking at how we can escalate the brand to the right level… What we need to concentrate on is the fact we're trying to take a brand that sold 641 cars last year to a brand selling more than 150,000 cars in five years' time. We have to deliver on that first."
But when we got to put the same question to Lotus CEO Feng Qingfeng, he gave a more nuanced answer, albeit one delivered through an interpreter.
"We have not yet the plan for Formula 1," Feng said.
There's perhaps enough wriggle room in that 'yet' to keep our hopes up!


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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60 years ago this month, Team Lotus had their first attempt at Indianapolis. And it wasn't half bad.

In May 1961Jack Brabham arrived at Indianapolis to see what all the fuss was about. His Cooper's Coventry Climax engine was bored out to 2.7 litres, still way below the 4.2 litres of the competitors Offenhauser engines and 170 hp down. He qualified 17th and finished 9th. Almost straight away, American Dan Gurney, by then a well-established driver in Europe, convinced Colin Chapman to go over and watch the 1962 race. Impressed with how simple it was and how much money was on offer, Colin quickly returned to the UK and with Len Terry started drawing a Lotus specialised for Indianapolis. It would be the Lotus 29. Powered by a Ford 4,2 litre V8 churning out 380hp. Still 50 or so HP down on the Offys, but handling would be their secret weapon. Added to that, Colin had 2 spectacular drivers, Jim Clark and Dan Gurney. For the race Jim Qualified 5th and Dan 12th. On race day Parnelli Jones was in pole position, with another two fire-breathing monsters on either side of him. Jimmy in the middle of the second row, his tiny Lotus dwarfed by the huge front engine cars of Ward and Jim McElreath. From the start, Jones momentarily lost his lead but soon retook it where he stayed for 63 laps. When he pitted for the first of his 3 planned stops, Clark and Gurney soon took over positions 1 and 2. The Lotus were a lot kinder on tyres and fuel consumption so aimed to get through the race with only one pit stop, but their pit crew were no where a smooth as the long-time Indianapolis teams so the pit stops were going to be long. Additionally, when the Lotus cars filled up with fuel, they were considerably slower, so that when

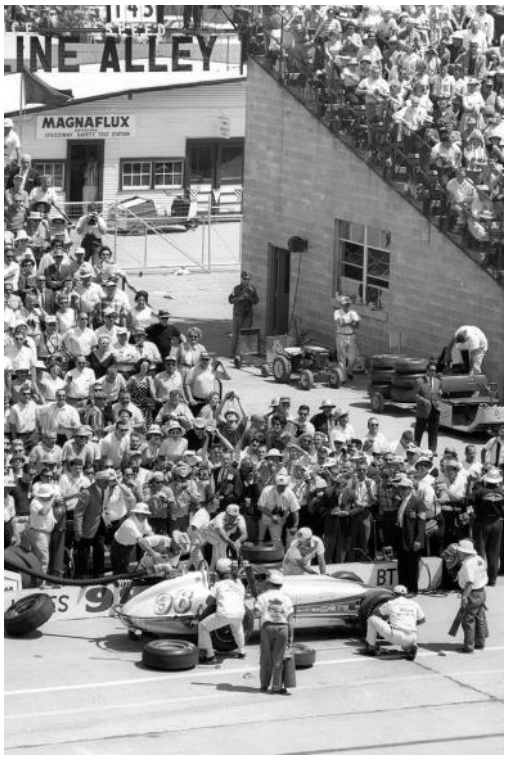


Lotus 29 Indy car prototype at Hethel ready to test at Snetterton. L to R Len Terry, ACBC, Steve Sanville, Dick Scammell, Ted Woodley, David Lazenby, Cedric Selzer, Jim Bull, Bob Dance, Jim Endruweit is next to Jim Clark! Derek Wild was also in the team but was off sick when the picture was taken.



Jim Clark, Colin Chapman and Dan Gurney in the car.

Jones made his second stop he was able to come back in the track still in the lead. By ¾ distance he was 50 seconds ahead of Clark.
Parelli's race however was not over and when he pulled into the pits for his final stop, it was clear that the rear of his car was covered in oil, which had caused fellow competitor Saches to spin on the circuit. Several fellow competitors including Colin Chapman complained and insisted that Jones be Black Flagged. But somehow, the good old boys bandied together and insisted that the oil had to be reported by an official standing on a platform with binoculars on the offending car as it whizzed by at 150mph. This was never going to happen! Clark got within 10 seconds of Jones, but by then the oil level had fallen below the crack in the oil tank so the officials declared everything hunky-dory!!
Jimmy and Colin took the defeat honourably, no doubt assisted by the $56,000 for being runner up and for Clark getting Rookie-of-the-year. Parnelli Jones later commented that if he had got the black flag, "That close to the end of the race, I wouldn't have come in anyway." Two years later. Things would reverse!
TD



Oil clearly visible coming from the rear of Parnelli Jones car.



Parnelli Jones and Jim Clark the morning after the race.

CLUB LOTUS AUSTRALIA GOLDEN JUBILEE 2023 (50 YEARS) AND LOTUS PLC (75 YEARS)



Answer to last months "Now who Said That?"



Last months quote was
First was Evan Jones, closely followed by Robert Hunter and Anne Blackwood with the correct answer of Ellio DeAngelis

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



Elio de Angelis relaxing with his girlfriend Ute Kittelberger in 1982

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

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

"I was a little worried that I would not know what it looked like, but in fact I did recognise it and that was that"

(To make it a bit easier, he is talking about the chequered flag)

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
May/23				
	Sunday, 14 May 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 21 May 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Jun/23				
	Sunday, 11 June 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 17 June 2023	CSCA Rnd 2 MGCCN	8.00am	Pheasant Wood
	Sunday, 18 June 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Friday, 23 June 2023	Club Lotus Aust 50th Aniversary	3.00pm	Arrival Blue Mountains
	Saturday, 24 June 2023	Club Lotus Aust 50th Aniversary	8.00am	Activities plus aniversary dinner
	Sunday, 25 June 2023	Club Lotus Aust 50th Aniversary	8.00am	Concourse and depart
Jul/23				
	Sunday, 9 July 2023	CSCA Rnd 3 TSOA	8.00am	Sydney Dragwey
	Sunday, 9 July 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 16 July 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Aug/23				
	Sunday, 13 August 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Saturday, 19 August 2023	CSCA Rnd 4 CLA	8.00am	SMSP GP Circuit
	Sunday, 20 August 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Sep/23				
	Sunday, 10 September 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 17 September 2023	All British Day, The Kings School	8.30am	Thr Kings School Parramatta
	Sunday, 17 September 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Saturday, 30 September 2023	CSCA Rnd 5 MGCC	8.00am	Pheasant Wood
Oct/23				
	Sunday, 8 October 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 15 October 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
	Sunday, 22 October 2023	CSCA Rnd 6 JDCA	8.00am	SMSP North
Nov/23				
	Sunday, 12 November 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 19 November 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood
Dec/25				
	Sunday, 10 December 2023	TK&C Monthly meeting (Southern Sydney)	8.30am	By the Bay café Blakehurst
	Sunday, 17 December 2023	TK&C Monthly meeting (Central Sydney)	9.30am	Gough Whitlam Park Earlwood

CLA SA 2023 Diary

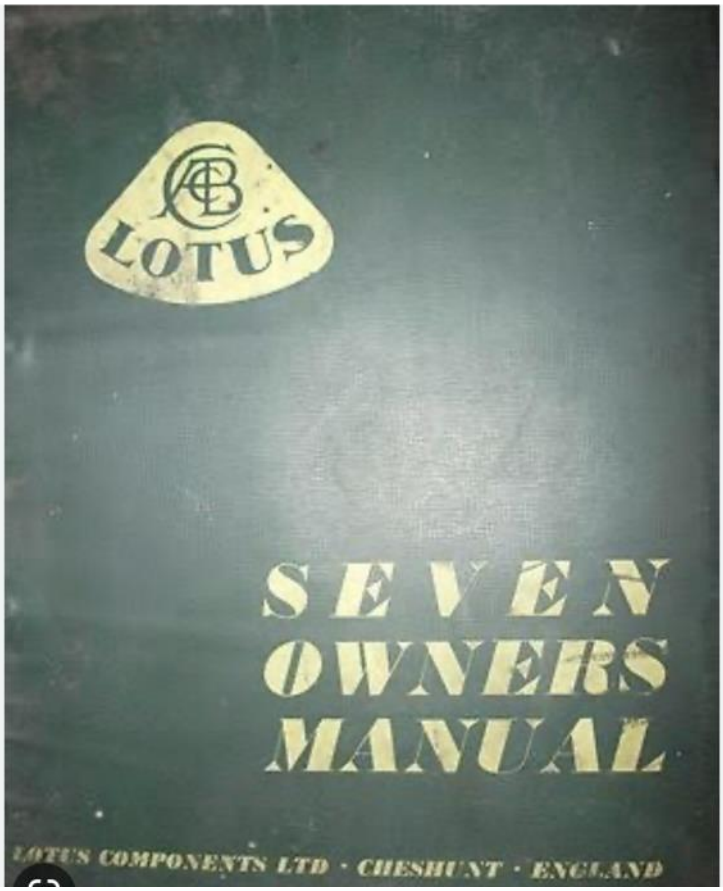
Month	Day Date	Event	Time	Location
Mar-23				
	Sunday, March 5, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
	Sunday, March 5, 2023	All British Day	9.30am	Uraidla
Apr-23				
	Sunday, April 2, 2023	Lotus SA Gathering	9.00am	SIKH Centre Carpark
May-23				
	Sunday, May 7, 2023	Lotus SA Gathering	9.00am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



1960 LOTUS 18 Formula Junior

Frame 987193.
Body plate 18/J/789

Sold in batch of six black chassis to Papa Rodriguez.

Raced by A Álvarez in 1961 in support race to the 1961 Mexican Grand Prix. Copy of race program available.

Imported to Australia by Steve Lunn. Total rebuild by present owner from 2018.



$AUD 80 000

FOR FULL DETAILS CONTACT

+61 419 429 615 @ gdell38@gmail.com

1965 Brabham BT15

Third formula 3 built by Ron Tauranac and raced successfully by Jim Sullivan (European driver of the year 1964)

From 1965 to 1970 owned by Promecon. Then purchased by Fred Opert of the USA.

Raced by third owner Joe Bosworth as a formula Ford for 10 years in USA. Race logbook goes with car.

Brought back to Australia and disassembled to rebuild.

The present and only the fourth owner Graham Dell purchased all the parts and totally rebuilt to a very high standard.

In actual fact only driven by Jim Sullivan and Joe Bosworth.

Gearbox rebuilt by Gary Simkin and motor re built to race specification, not driven at all since rebuild.



$AUD 115 000

FOR FULL DETAILS AND INCLUDED EXTRAS CONTACT +61 419 429 615 @ gdell38@gmail.com

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.

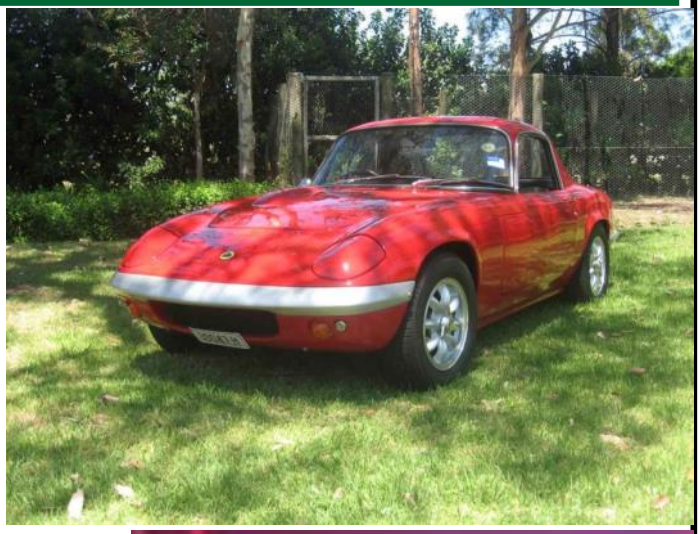
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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

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