JUNE 2023

Chunky's Chatter



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



Inside this issue

- A sad month with the loss of Mike Basquil, Jack McLaughlin and Ian Scott-Watson.
- The anniversary of Ronnie Peterson's first F1 GP.
- Lotus scores its first points in Fi.

June 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.

Emails to :

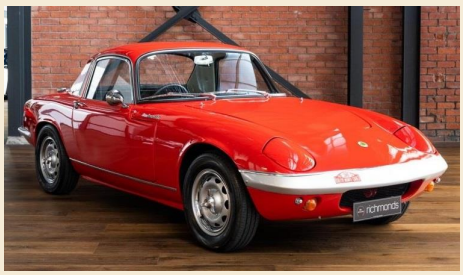
t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER. *Alan Pate sent us this lovely photo of the second Elan he restored which was recently sold by Richmond's in SA.*

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
CLA Canberra contact: Neil Trama neil.trama@bigpond.com

CLA Tasmania Contact: Robert Verhey robertverhey@yahoo.com.au

CLA WA Contact: Lena Rossides 0402 291 838, LenaRossides1@gmail.com, Caroline Spillett cspillett@gmail.com, Steve Grobler (WA Historic register) steven.grobler@iinet.net.au. CLWA.coordinator@gmail.com

CLA South Australian Contact : Andrew Stevens 0448 456 605.

lotus2015sa@gmail.com

SA Lotus owners meet on the first Sunday of each month 9.00am at the Sikh Society of SA Carpark (Bottom of the SE freeway-corner of Cross Rd& Glen Osmond/Port Rush Rds.)

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

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

Club Lotus Australia Committee

President: Ashton Roskill 0478 478 796 , president@clublotus.com.au

Vice-President: Evan Jones evanj@optusnet.com.au, 0411103043.

Treasurer : Greg Cliffe, treasurer@clublotus.com.au

Secretary and Public Officer : Elliott Nicholls 0448 070 077 , enicholls@clublotus.com.au

Competition Secretary Committee, motorsport@clublotus.com.au

Newsletter Editor: **Tom Devitt** 0417 295 549, t.devitt@bigpond.com

General Committee Rob Costa (02) 9597 1470, robertlcosta1@gmail.com

Point score: Michael Donnan (02) 9389 0461, mdonnan@iinet.net.au

CLA Website: Seth Reinhardt seth@clublotus.com.au

Club Plates: **Evan Jones** evanj@optusnet.com.au, 0411103043.
Alan Pate: panda503@westnet.com.au 0409 914 455

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, 0411103043.

Registrars

Historic, Early Elites & Early Elans: Marc Schagen (02) 9456 4265, mschagen@bigpond.net.au

Elites, Éclat's & Excels: Peter Semler (02) 4636 6306, peters@clublotus.com.au
Sevens & Sedans:

Europa's. Bob Jarman (02) 6559 3695, bob@clublotus.com.au

Esprits & M100 Elan's Geoff Winder 0416 866 644, winder@mac.com

Presidents Prattle
With Ashton Roskill



Wow, June already!

When we started planning this month's 50th Anniversary celebrations, it seemed so far into the future as to not get too worried about it.

All of a sudden, here we very nearly are! As I write this, we are three weeks from a great celebration of friendships, a shared love of our cars, and a rosy future for the brand we all love.

It would be extremely remiss of me not to mention the hard work and inspiration of the organising committee, and to thank them all for their input, involvement and drive to get to what will be a fantastic event; Brian, Mel, Tom, Greg, Neil, Seth, Elliott and Evan, you have been awesome, and we have a lot to be very grateful for, thank you all!

So for those unable to make it, we'll take photos and share them next time round.

And once all that excitement is over, all of a sudden, we are into the second half of the year, and the middle of winter!

As I may have mentioned, I will be flying over to work from the UK for three months (as a bit of a social experiment in working Australian hours from the other side of the globe), leaving shortly after our jamboree, and in time for Goodwood FOS; funnily enough, the other end of my visit is bookmarked by Revival, where Lord March is kindly celebrating the Lotus 75th. While it clearly won't be as star-studded as our affair, I feel I should go along in the spirit of supporting the event :) So, if anyone else is planning to be over at the same time, make sure to get in touch!

Here in Sydney, assuming the weather forecasters are right, we can start to look forward to a slightly more "normal" weather pattern as El Nino re-establishes in the Pacific, which will hopefully mean that both the Shannons Classic (Sunday August 20th) and the All British Day (Sunday September 17th) can go ahead without the risk of being washed out, as has sadly been the case of recent years; as ever, we'll be getting tickets for the club, so please drop a line to Evan on the committee email address (Committee@clublotus.com.au) if you are interested to come along; Shannons will be celebrating 75 years of Lotus (and as it happens also Land Rover), so we will have an extra few spots as we can have cars on pit lane as well as in the paddock; and with the promise of finer weather, the All British Day returns as our annual excuse for a picnic!

And don't forget, our Tyre Kicks continue on the second and third Sundays of the month; in a break from tradition, the 16th July Tyre Kick will take place at Evalence's workshops at Unit 13/12 Cecil Rd, Hornsby NSW 2077, starting at 9am. Come ready to learn how to make your car really shine! Charlie Frew's kit is top notch, and he'll have the coffee machine and bbq on for us.

And in the motorsport world, we have round 2 of the CSCA sprints on June 17th (two weeks time!), so if you've not got organised, now would be a good time to do so! And then round 3 is the CLA-organised round this year, picking up the baton from the Morgan Club for the day before the Shannons Classic (Saturday 19th August) - and we will need plenty of flag marshal volunteers please, so even if you can't run in the event, if you'd be kind enough to offer to serve as a flaggie, your help would be hugely appreciated. Please drop a line to the Motorsport team on motor-sport@clublotus.com.au to start to organise things.

And before we know it, I'll be back from Blighty.

But while there, a lovely friend (my navigator on Perth to Sydney last year, Nick) has offered me the use of his Alvis Speed 20 - for those needing a prompt, it looks like this



So if anyone has a good source of flatbeds in Europe, I am all ears.

Righto, better get this off to Tom; I really look forward to seeing so many of you in Leura in a couple of weeks, and in the meantime, keep safe, upright and mostly on the blackstuff,

Pip pip

Ashton

From The Editor
Tom Devitt



Well, it was indeed a sad month for CLA with the loss of Mike Basquil. Mike did more for club level Motorsport than many of us realise. The recipient of a lung transplant over 20 years ago he carried on almost without problem. His son, at his funeral, mentioned that at the same time Mike got his lung transplant, the same person was the donor of his heart and kidneys. The normal life expectance in those days was 2 years, so Mike confounded the medical profession with his exceptionally long life post-transplant.

On another note we heard from Peter Eppel who has recently been in touch with Jim Smith (part of Jim Clarke Indianapolis team). Jim has been unwell recently and is now back at home after his recent hospital stay but back to hospital for more tests very soon. He is then going to live with his son in Melbourne, leaving on 6th June.

And another sad loss recently was Ian Scott-Watson in the UK. Many of you would know that Ian was instrumental in bringing Jim Clark to Colin Chapmans attention via the Border Reivers Scottish Racing team.

On a brighter note, I hope you are all looking forward to the Clubs 50th Anniversary at Leura later this month. Both Donna and I simply can't wait!! If you haven't already booked there are still a few spots left for the dinner see Page 20 for how to get your tickets.

Tom

Mike Basquil's recent passing was a sorrow to us all

As you are all no doubt aware, Mike Basquil passed away at about 5.30am on the morning of the 17th May in St Vincent's hospital. He was 69 years old. In 1997 he underwent a lung transplant at St Vincent's, which was, and still is, and incredibly difficult and dangerous operation. His survival and in fact health and active life, is a testament to the medical team and Mikes own determination.



As club captain for CLA for many years, he steered the club to competition victory year after year in its competition Combined Sports Car Association.

In 2014 he was awarded the CAMS NSW Official of the Year, as well as a CAMS Service Award for his contributions to the motorsport community.

The awards were announced at a function held by CAMS on Saturday evening, the 22nd of November, that year, at the Royal Automobile Club of Australia in Sydney's Circular Quay.



In appreciation, Mike said "When I took on the job of Competition Secretary I had no idea it would become the vehicle for meeting and working with so many great people, all of who I am proud to call friends. It has and will continue to be a fun ride, and I'd like to send my sincere thanks to all who have joined me in having a great time mucking about with cars!"

As we all know he was exceptionally generous with his time and efforts for the local motor sport community and was an organiser par excellence. As the editor of the CLA Magazine he was, for me, always prompt and faultless with his reports of any competitive event that CLA was involved with and a joy to work with. So good, in fact was his skills and organisational ability, that he was requested by and provided help to many clubs, including those he wasn't directly involved with.



His children Therese, Fred and Sarah, along with his extended family, were all at his side at St Vincent's. (his wife Patricia, sadly passed away several years ago from a wasting muscular disease)

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

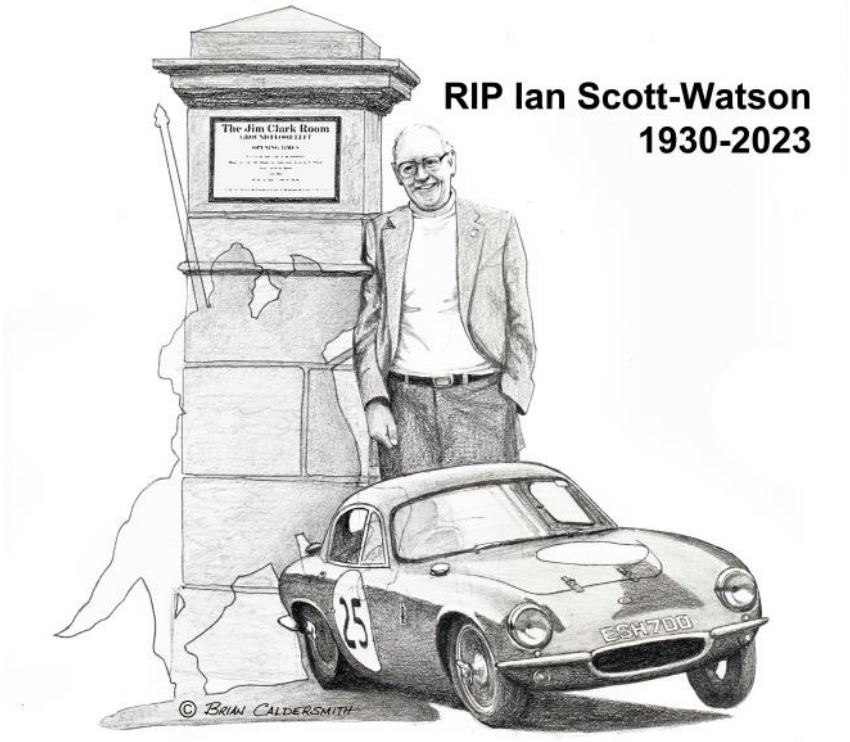
Engine

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

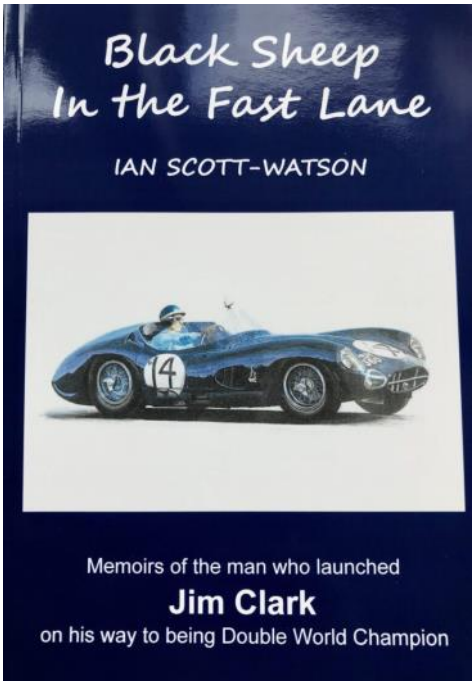
Ian Scott-Watson passed away recently aged 93.

Ian Scott-Watson, the man who 'discovered' Jim Clark, passed away recently on the 24th May, a month and a day after his 93rd birthday. He initially summed up Clark as danger to the traffic on the roads of the Scottish farming community of Berwickshire but soon came to see his skills and in June 1956, he invited Jimmy to a race meeting at Crimond in Aberdeenshire where Ian had secretly entered Clark in a handicap race (very much against his family's wishes). Clark, driving Ian's DKW Sonderklasse (a hopeless 3 cylinder German gadget) beat Ian's times by 3 seconds a lap, and the partnership started, with Ian acting as his unofficial manager until 1961.



Brian Caldersmith drew this tribute to Ian for his 90th birthday. (Note the Border Reivers logo in the background.

Of course Brands hatch Boxing Day meeting in 1956 is firmly part of Lotus folklore but the Lotus involvement started a couple of months earlier when Jim was testing a Lotus 16 formula 2 with a view of racing one for the Border Reivers Racing Team. Lotus only allowed him 10 laps but after 5, Chapman was so gobsmacked at his pace that he asked the chief mechanic to "For god's sake, bring him in before he kills himself". He was matching lap times of Hill, Ireland and Allison who were there at the day. Also, at the circuit that day was a Lotus Elite development car that was being tested by Mike Costin. Ian sidled up to Colin and said that since both he and Jimmy had come all the way down from Scotland for just 5 laps, was it possible for Clark to have a few laps in the Elite. Colin and Mike reluctantly agreed, and Jim took off for some very quick laps. When he came in, Ian reported that "He was grinning from ear to ear and said that it was much more fun to drive than the single seater. I went off to place an order with Colin who asked if I would enter the car for the race on Boxing Day. I happily agreed".



Ian's book dedicated to Jim Clark

Ian and Jim picked up the car from outside the London Green Park Hotel and drove to the circuit. This was Clarkes first race in and Elite and his first race at Brands, but he still managed to qualify on the front row of the grid with Colin and Mike Costin. The result is also well known with Clark leading the whole race until the last lap when a back marker AH Sprite, spun in front of him and Colin slipped through for victory. But Chapman already knew the this was the driver who he needed for the future of Team Lotus.

In all, Ian owned 3Elites, the second coming 10th at 1959 Le Mans driven by



Ian recently standing proudly with Lotus Elan chassis number one 997NUR

Sir John Whitmore and Jim Clark and the went on to win the 3-hour race at Snetterton. He bought his first Elan in 1963. In '64 he lent it to Anita Taylor (Trevor Taylors sister) and she won the BMRC trophy race outright, held at Charterhall, Ian remembers " An added bonus was seeing her name on the trophy alongside that of Jim who won it in 1958". About that time Clark was given a Lotus Cortina to play with so his Elan became available. This was chassis No. 1 and it was too good for Ian to pass up. It carried the registration number 997NUR. He lent it to Andrew Cowan who came in second at the first Ingliston meeting behind a much modified Elan.

Ian was also a successful house designer, manager of the famous Border Reivers Motor Racing Team, a significant part of the sport in Scotland (founder of the Scottish Motor Racing Club), and a designer of racing circuits. Including the Ingliston motor racing circuit close to Edinburgh. In his later life (after much urging from friends and acquaintances) he completed his book.. His self-published "Black Sheep In the Fast Lane" (I am lucky enough to have a 1st, signed copy of the book Ed.)

When interviewed for his 90th birthday by journalist Peter Windsor, he was asked what was his favourite car of all time, he had trouble deciding between the Elan and the Elite, but finally settled on the Elite.

TD

65 Years ago this month, Lotus scored their first F1 World Championship points and Colin Chapman had a glimpse into the future

On the 15th June 1958 The Belgian GP was held at the renown Spa circuit. Lotus was represented by 2 cars, both Twelves and driven again by Graham Hill and Cliff Allison. Cliff was totally at home on the fast Spa circuit, and for once the terribly fragile car held together.



Cliff Allison and Graham Hill in 1958. Don't they both look so young!

Spa had been missing from the previous season, but the 8.7-mile circuit had returned slightly modified and resurfaced, and unfortunately shortened from 36 laps to 24 laps.

A perfect setting for the race was somewhat ruined by the starter's incompetence. The 2-minute signal was given, and as was the process, the teams counted out 60 seconds and then started the cars, This meant to engines only had to last for about 60 seconds before they could be released into the cooling air. However, as the cars started, Masten Gregory's Maserati team signalled, towards the end of the remaining 60 seconds, that their car did not start. For some inexplicable reason the starter gave another 60 second warning. This meant that the cars would now be severely overheating by the time the race got underway. In fact, the paint started blistering on Peter Collins' Ferrari, because of which his car would only last 5 laps.

Moss in a Vanwall led from the start but coming out of Stavelot for the first time he missed a gearchange and over revved the engine to destruction. Graham Hill started in 14th position whilst Cliff Allison was in 9th. By lap12 Hill had climbed up to 9th position, but suddenly his race was ended. As Ian Smith in his book *The Story of Lotus* reports "a conrod in (his) 2 litre engine appeared in the daylight". Even as early as lap 6, Allison had climbed into 4th place and then for the next several laps diced with Salvadori for the position before claiming 4th place on lap 16 which he easily held to the finish. The race itself was decidedly unexciting, a mere procession of Tony Brooks in a Vanwall, Mike Hawthorn in a Ferrari, Stewart Lewis-Evans in another Vanwall and Cliff Allison in a Lotus. And these were the positions they held until the finish. But then came massive drama, as Grand Prix historian Paul Sheldon wrote "…the finish was one of the most extraordinary in Grand Prix racing.



Cliff lifting the rt front wheel at Spa in1958

As Brooks came out of the La Source hairpin, he felt his gearbox (seize) and was pleased he didn't have another lap to go, Hawthorn's car broke a piston as he crossed the line, whilst Lewis-Evans crossed the line with a broken wishbone (and collapsed suspension), so the first car to finish in reasonable order was the Lotus of Allison."

This gained him and Lotus 3 points and put Lotus 5 in the Constructors Championship. The sad fact is that, had the race not been shortened, Lotus and Cliff would have almost certainly won their first F1Grand Prix!!

Also running was the first woman to start and finish a World Championship Grand Prix, Maria Teresa de Filippis in her privately entered Maserati 250F. She finished tenth.



Maria Teresa de Filippis in her privately entered Maserati 250F

The 1978 Spanish GP saw Lotus again in F1 complete domination

For the 1978 Spanish GP, Team Lotus turned up with their huge transporter holding amongst other things two Lotus 78's (2 & 3) and two Lotus 79's, the Belgian winning 79/2 which would now be given to Ronnie Peterson and a new 79/3 for Mario Andretti. The older 78's were simply there as fallback vehicles. There were 28 starters. To quote Dennis Jenkinson "As things turned out there were 26 frustrated drivers by the end of Friday afternoon (Practice). For the 2 Lotus 79 drivers not only dominated practice, they demoralised it."



Ronnie Peterson gets his own Lotus 27 for the race

Practice continued with the 2 Lotus cars still was in front, but the heat on the Spanish track was now becoming problematical and whilst waiting in the pits for new tyres to be fitted Andretti's Cosworth injectors developed Vapour lock and whist the sweating and exhausted mechanics tried everything the car simply would not start. Eventually it got going but the mood was lost, and Mario's best time was beaten by Ronnie. At the end of practice, the McLaren of Emilio de Villota started spinning on one of the downhill sections, Clay Regazzoni who was closely following him missed him by a whisker, but following him, James Hunt in his McLaren 29/4 got Villota amidships. Hunts car was demolished but both drivers escaped with minimal bruising.



Janes Hunt is a cheeky manoeuvre, grabs the lead at the start.

Sunday morning practice saw Hunt in the teams replacement car but as the team had only brought one spare car, the other team drivers were stuck with what they had. Team Lotus was still susceptible to the heat with steam and boiling water spurting from the overflow pipes. DSL again "Some designers think that Colin Chapman runs things a bit too close to the limit for comfort, but he always did, and if you don't you'll never get an advantage over your

rivals." Finally, Andretti got some clean air and did a 1 minute 16.39sec. whilst everyone else was trying to get below 1 min 18 sec.



Mario Andretti with a rather sad looking Ronnie Peterson on the winners podium,

The race commenced at 4.00pm when the severe heat of the day had eased a little. One driver stood out from the also rans. James Hunt ever the larrikin had mounted unsuitably soft tyres so he could sprint to the lead and hold for a bit of fun!

As the light went to green. Andretti and Reutemann made good starts, but Peterson, who was not paying attention fumbled his start and was relegated down several positions. Hunt took off as expected, shot past Reutemann, and Andretti at the end of the pits and into the lead. DSJ "For five glorious laps Hunt drove his heart out, using every inch of the road and more, as the McLaren slid over the curbs in a superb all-or-nothing display. A slight ruffled Andretti sat back and watched the display of sheer enthusiasm and Joy, and then as they started lap 6, the Lotus closed up, went by, and it was all over. Hunt had his moment of glory, and now the serious motor race began, and Andretti just drove away into the distance".

By lap 22, it was still Andretti and Hunt now struggling in second place, Patrese's Cosworth expired in his Arrows. Reutemann who had held third was now dropping back, and Ronnie was still stuck in in sixth place but gaining. At the end of lap 29, Mario was now 12 seconds ahead of Hunt. But Peterson was fighting back and was into 3rd place with Hunt's McLaren in his sights. At the end of Lap 53, Ronny simply glided past Hunt whose tyres were now almost completely worn out. He finally called into the pits on lap 60 and when he resumed, he was down in 6th place. With 15 laps to go the Lotus cars were in 1st and 2nd place and with 20 seconds between them thy took the chequered flag. Another 17 seconds followed third place Jacques Laffite, and John Watson in 5th. Hunt finished in 6th but a lap down. For the second GP in a row, Lotus had demonstrated what excellent shape they were in.

TD

VALE: JACK MCLAUGHLIN

With thanks to Allan Davies, Cathy & Ron Gibbs and the LOST Fraternity

The LOST Fraternity (Lotus Or Similar Thoroughbreds) are saddened to announce the passing of our founder, leader and friend Mr Jack McLaughlin.

Jack had many passions in the life; one such passion was his love of motoring and motor sports which led him to form The LOST Fraternity back in 2009.

Although he was an avid admirer of all things Colin Chapman, his appreciation of motor cars was extensive (for those who knew him well we can attest to nearly 100 cars during his driving history). Many joke that some of Jack's cars never saw a second oil change before they were upgraded or replaced with something newer and shinier.

Jack's enthusiasm and welcoming manner was contagious, resulting in many thoroughbred car owners joining the LOST Fraternity over the years. He was instrumentational in ensuring that we met on a regular basis, mostly every second weekend, and he was our own personal international correspondent at many a Goodwood Revival meets in the UK.

Numerous stories could be told about Jack that would take months to regale, but needless to say all of the LOST Fraternity members have memories of him that will last a lifetime.

Jack was admitted to hospital early in May and sadly passed away at 10PM on Friday 5th.
He has battled on since his fall in November and lived life to the fullest.

Though it will be impossible to replace Jack as our leader we will continue and try to live up to his vision of what the LOST Fraternity should be to our members.

Rest in peace Jack knowing you will never be forgotten.

The LOST Fraternity



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

Australia lost one of its most unique motoring figures with the death of Bill Buckle in early May. He was 96.



In 1947, Bill started growing the car dealership he inherited from his father as dealer for Borgward, Goliath, Desoto Citroen, and Armstrong Siddeley. But young Bill wanted a bit more excitement so at 29 he built his first car, the Buckle Coupe. It has a Zephyr engine bored out to 3 litres and a Raymond Mays head, a rather successful racer car but never hit the sales it deserved. It was an interesting story, Bill spent most of 1952 and '53 in Europe and saw many 'special' entered in race meetings, including a few Lotus. He also fell in love with fiberglass as a construction medium. Back in Sydney, he and his mate Charles Buck setup a small factory in Punchbowl and started to make a car. Bill recalled "there was no real design drawings for this new car. I just built a chicken wire frame, initially to get the shapes, covered it with hessian and then laid a plaster cast over it until I was happy". This buck would form the basis of the fiberglass body shell. Along the way he got chummy with Ron Taranac who built the chassis and hung the suspension off it for Buckle. They chose Ford (Zephyr) power since Ford would sell to the whilst Holden wouldn't.



Bill with the 2 restored Buckle Coupes

Bill managed to get the prototype to the 1955 Sydney motor show and on the cover of Wheels magazine. By the following year they went into very limited production with a few recommended modifications from the original. Bill started racing the car with some success, the engine was putting out 63Kw and the car only weighed 860kg. He fitted an



The Goggomobile sedan



Buckle Bill Buckle winning in the Buckle Coupe at Gnoo Blas near Orange in 1959.

overdrive which gave some taller legs, and the car was on its wat to being a success. He scored some impressive victories and was clocked a 200k/h down the main straight at Gnoo Blas. Despite all of the car's success, there were ever only 20 vehicles made, but 16 of them were used for motorsport, which gladdened his heart.

A year later, something new was niggling at him. There was a serious demand for small inexpensive cars but none of the big car makers were taking any notice, so in 1957 he went to Germany to talk to Hans Glas, maker of the Goggomobile and talked him into selling Buckle the major parts including the steel frame but without the steel body. Bill intended to make the bodies out of fiberglass in Australia. For a while the 300cc air-cooled 2 stroke was a winner. In total buckle produced 5000 Goggomobile vehicles of which 700 were the sports car version called the Dart.



The Goggomobile dart.

But then Alec Issigonis designed the Mini and it was all over for the Goggo. In Australia, their sales collapsed overnight. Meantime the family had built up a large retail car outlet in Brookvale which he sold in the 60's. for a very reasonable profit. In later years he and his son repurchased a couple of the early Buckle Coups and rebuilt them to his great enjoyment.

The Buckle Motors company is still trading today.

TD

A controversial race but victory to Ronnie Peterson for his first ever F1 Grand Prix victory



The 1st July in 1973 France was the start of the holiday season, so the roads were clogged with holiday makers heading for the Mediterranean resorts. A considerably smaller number were off to Paul Ricard circuit for the running of the Formula 1 French Grand Prix.

Whilst the McLaren lead driver Peter Revson was absent due to racing commitments in America, the team decided to give their young rising star Jody Scheckter, from South Africa, the lead drive. This was only his 3rd Formula 1 event, and it was a decision that did not have the best results that could be wished for.

However, it all started rather well with Jody on the front row of the grid alongside Jackie Stewart and Emerson Fittipaldi. During practice, there was some contention with the timekeepers when they gave Stewart a 1min 48.3 sec. Nevertheless, none of the other teams recorded anything like this, and the belief was that the timekeepers had recorded 1.49.3 but had mis noted it giving Jackie a full second lead in the qualifying. Still, they refused to budge so Stewart remained with pole position and in the third practice session Jody Scheckter got himself into second position.

Race day saw a disappointing number of spectators with great areas of grandstand empty. All 3 drivers on the front row were hyped up to go but it was the young Jody Scheckter who took off and blasted into the lead. He still had the lead at the end of lap 1 with Peterson, Stewart Hulme and Fittipaldi all grimly hanging on the Jody. By the end of lap 42 he was still in the lead but all sorts of thigs were happening behind him. On lap 20 Fittipaldi in his Lotus took third place from Stewart and on the next lap took second place from team-



mate Peterson. Another lap later Jackie Stewart was into the pits with a flat rear tyre, and he re-joined in 13th place. But the end of lap 42 was also dramatic. Scheckter was closely following Beltoise in a BRM into the last corner of the twisty bits of the circuit, Fittipaldi saw his moment and dived inside of the two, it was a typical Emerson tactic, but the South African did not give way and the left front wheel of the Lotus hit the McLaren's right side everything went tangled up the McLaren flew up into the air

and landed with a crash whilst the Lotus skated off onto the grass with its left front suspension in ruins. Hulme was next through, but a lap down and then Peterson who was now in the lead.

Not daring to speculate the end of 54 laps Peterson crossed to the chequered flag and Colin Chapman jumping int the air to celebrate another Lotus F1 victory, but more importantly the was Ronnie's first F1GP victory. A fair way back came Cevert, Reutemann and Stewart.



Ronnie Peterson wins his first Formula 1 GP in 1973 at the French Paul Ricard circuit.

After the race Fittipaldi ran down to the McLaren pits yelling at Scheckter, calling him a "Young hooligan". In fact many drivers were unhappy with Jody's behaviour and asked McLaren to ban him , and in fact also asked that he be banned from the sport completely. McLaren, declined to do this but kept him from public view for a few of the following race meetings.

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

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
Well, for once no one got it. It was Graham Hill, victorious after a long drought of victories

"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"

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.

"Too many friends have died. There was a succession of deaths, Luigi Musso, Peter Collins, Alfonso de Portago. Then Behra was killed in Berlin. That for me, was the most tragic because it was in a race that I should have been taking part in. I didn't go to the circuits anymore."

To make it a bit easier the speaker is a woman.

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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	Evalence Workshops	9.00pm	Unit13/12 Cecil Rd Hornsby
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
	Sunday, 20 August 2023	Shannons Classic	8.30am	SMSP
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

For Sale



For Sale Tilta Trailer.

Single axle weighs 300kg, will carry car up to 1,200kg. Light truck tyres on alloy rims. Override brakes with discs, not drums, plus handbrake. LED lights. Mount post at front for a winch. See more information at manufacturers web site: www.tiltatrailers.com

Purchased new in 2015. Done very little work. Always garaged. So easy to load / unload.

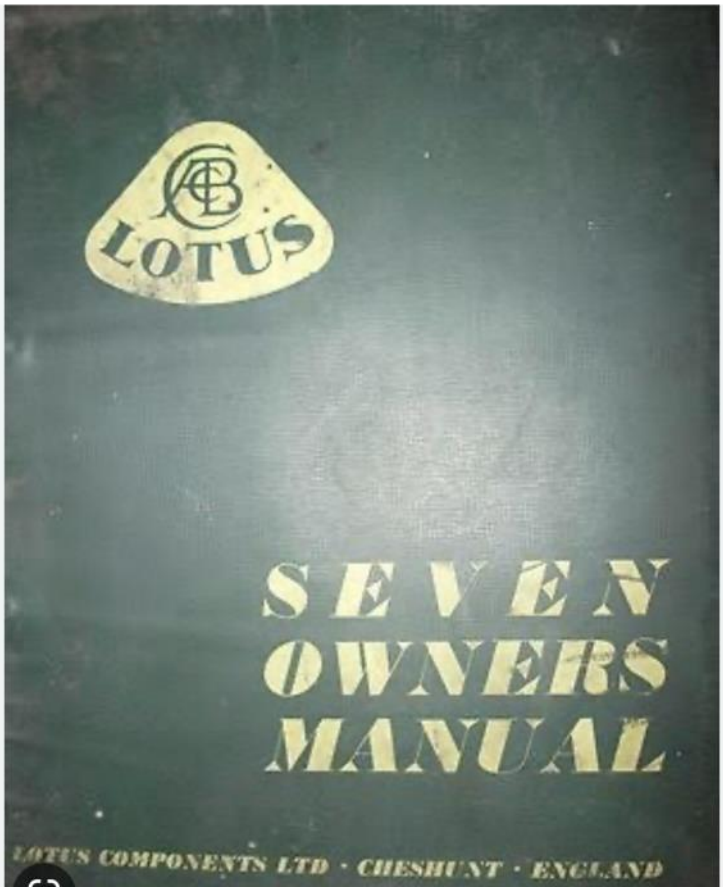
New cost $5,200. Asking $4,000. Richard Carter 0409993606.

WANTED

Wanted

OEM Lotus Seven S3 Owners Manual

Russell Ash
<russellash@bigpond.com



For Sale !

963 LOTUS SUPER SEVEN



I am selling my 1963 Lotus Super Seven, which I imported from the UK in 2022. I have enjoyed it since then, but with four other cars I just am not using it enough to justify keeping it. Also, it doesn't need any work and I like to tinker with my cars!

It was supplied from the factory as a fully assembled car with a 1500 Cosworth MK14 Kent engine and wobbly-web wheels, built in right-hand drive configuration for export to the USA and club raced from new in the US. The history file includes a number of photos and owners' recollections from its time as a racing car.

The car was garaged in the 1970s, exhumed in the 2010s and returned to the UK where it was restored over a period of years to original specification. The chassis was returned to Arch Motors, the original suppliers of chassis to Lotus Components, for restoration. During the very detailed restoration the original race scrutineering stickers were retained on the transmission tunnel.



The car was completed in 2021 and it has covered only a couple of hundred miles since then. The Lotus Historic Register has authenticated the car and described it as, "a fine example of the Lotus marque, and now looks exactly as it did when it left the factory in 1963".



A very exciting jewel of a car!

The car has been entrusted Jeremy Best of Cummings to set the price and market it, but Dario is also happy to discuss it. http://www.cumminscars.com/lotus-7.

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.

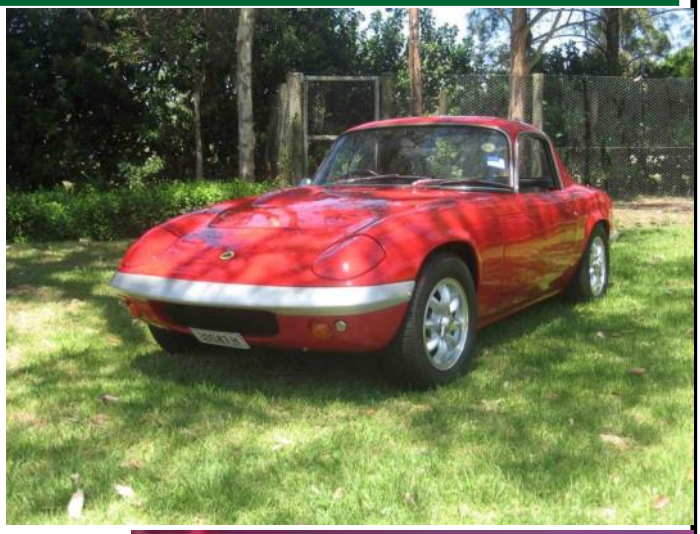
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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 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)









