SEPTEMBER 2023

Chunky's Chatter



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



Inside this issue

Lotus Type 66 to eventually to go into production, after 53 years on the drawing board.

The 1973 Italian GP became legendary, but not because Lotus won it.

The 1963 Italian GP saw Jim Clark win his first World Championship in one of his toughest races.

September 2023

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

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 :

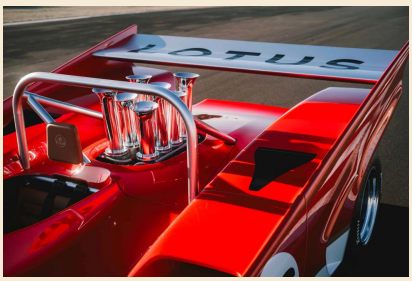
t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER Photo. Lotus Type 66 to eventually go into production, 53 years after it was first conceptualised.

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 no longer able to meet at the Sikh centre. Keep an eye on your emails for new meeting place.

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



September, who'd have thought it.

And I gather spring has arrived, in NSW at least, which is encouraging, after another rather dull winter. Good excuse to get the car out of hibernation (and yourself for that matter).

Huge thanks are due to Craig and Cathy Shephard and all the Motorsport committee for putting on Round 4 of the CSCA sprints; and thank you to all the volunteers who kindly made the day happen for the competitors. And for those able to make the Shannons Classic, thank you for doing so to represent the club.

In more news from August, I'm delighted to confirm that my Eleven is staying in Australia, albeit heading south to Victoria. The new owner is having the car trucked south as I write this, and although it is with mixed feelings that I say goodbye, I am delighted that he is going to get more use from it than I can.

Over here in Blighty, we are having an Indian summer, with temperatures in the early 20s and clear blue skies and sunshine. Let's hope it remains this way for Revival, which is this coming weekend (8-10th September). I gather there are a few friends over this way for the event, so I'm looking forward to that.

Closer to home, September means the All British Day on 17th (following Tyre Kick on 10th), so if you haven't got your ticket, have a look in your emails for the prompt and details! It'll be a blast, having not been on for the last few years, so make sure you are there in my absence!

In rather less happy news, my friend, navigator and all round gentleman, Giles Cooper, passed away last week; he had been on a circumnavigation of Australia in the VW Fastback he had lovingly restored over Covid; such a shame that it was to be his last adventure; the last in a long and illustrious list, and his passing leaves a big hole in many lives, but at least a sense of a life well lived. The photo here of the two of us in the Gobi desert during the Peking to Paris rally probably says as much about when Giles was at his happiest as any words can.



Looking slightly further ahead, we will need to pull together the AGM and Christmas Party once I return to Australian shores in early October, so if anyone has any good ideas for a suitable location for our Christmas Party this year, I am all ears!

And by then we will be in the middle of the summer we've not had for some time (he says, fingers firmly crossed!) so perhaps some weekend drives might be in order....

Do let me know if you have any thoughts or preferences, and I look forward to seeing some of you at the first Tyre Kick in October, by which time I will be back!

Meanwhile, keep safe, upright and on the blackstuff (most of the time),

Pip pip,

Ashton

From The Editor
Tom Devitt



Hi everyone and welcome to the September edition of Chunky's Chatter. A rather quiet month so the magazine is a bit skinner than usual. On the home front we have had a couple of pieces of sad news. Long standing member John Tarran passed away last month, and many will remember his son who also passed away last year, we send our condolences to his wife. John was a friend to many older members and a huge Lotus fan, he owned many over the years.

Also as mentioned in Ashtons Column, we lost Giles Cooper during the month. Giles was a friend to many of us and lived life to the fullest. His exploits across the North Pole in a Lotus will be fondly remembered.

On the international scene this month marks the 45 anniversary of the death of Ronnie Peterson. A stupid accident and an unfortunate medical complication saw him loose his live in the early hours of the 11 September in an Italian hospital. There was no doubt he could have easily become World Champion.

On the local scene, entries are now open for Pheasant's Wood Supersprint on the 30th September, run by the MG Car Club (although they are getting assistance form fellow clubs in the running, a fine tradition started by Mike Basquil). Nor long to go, so get your entries in soon. This is a relatively new circuit, not too fast and very safe.



Ronnie and Barbro Peterson. She also died tragically several years after him. Barbro was only 40 years old. She was buried in Örebro together with Ronnie

Also on the local motorsport front, I was chatting to Ashton (via email) and we agreed to try and get a group together to attend the 2024 Cootamundra Sprints. This is a fun weekend (normally early September) where you run your car in a straight line at the old Cootamundra airfield. There are no licence requirements (Save for a normal driver's licence) and because you are going in a straight line its very safe. Please send either Ashton or me an email if you are interested (Our email addresses are on page 2 of this mag.) That's it for now, see you in a month or so.
Tom

On the 8th September 1963 Jim Clark in a Lotus 25 won an extremely hard fought Italian GP. Even with 3 GP's to run he had already won the World Championship and Lotus the constructions.

For 1963 the Italian Grand Prix was to be held at Monza. The Automobile club of Milan, the organisers, were keen to use the 10 km superfast banked concrete track, however many of the teams were nervous as the banked section was becoming rough in places and the fragile F1 cars were going to be very susceptible to damage. The problem got solved by the Police who inspected the circuit and declared it unsafe for spectators at the top of the banked section.



Jim Clark prepares to enter the circuit

Practice now began all over again, this time on the road circuit only, with Surtees, Clark and Hill all turning laps in 1min 39sec and a fraction.

Darkness and torrential rain brought the end to practice, and next morning cloudbursts were still happening, but by lunchtime it was all over and the sun came out and dried everything very quickly. After the previous day's disastrous practice period the Saturday session was started an hour earlier than scheduled, running from 2:30pm to 6:30pm, and this time Surtees had the brand new 6-cylinder Ferrari out, with the stressed-skin chassis.

Although not completely finished, the new pits were in use, having been rebuilt in concrete, some 20 feet farther back from the track than before, with a concrete wall between them and the track, a long gentle sweep into the area from the south turn, and a sharp exit controlled by a traffic light, with each pit having a tall chair fixed to the wall so that lap-scorers could see over everything taking place in the pit area.

Nearly an hour had gone by before Gurney turned out in the latest Brabham with single-plane Climax V8 and Hewland-VW gearbox, and shortly afterwards Surtees set off again in the new Ferrari and Graham Hill began practising with the new BRM. Bandini was down to 1min 40.6sec and almost at once Surtees was under 1min 40sec, closely followed by Graham Hill, but meanwhile Clark's car was being worked on as it was lacking revs and was too slow on the straights.



John Surtees gets away to an early lead

After 5pm the cool of the evening began to make itself felt and Hill, McLaren, Clark, Maggs and Surtees were all out and going fast. Surtees knocked his time down to 1min 38.0sec, which was greeted by loud cheers from the packed grandstand, and these changed to screams of wild delight when Surtees went round in 1min 37.3sec, a time that nobody could hope to approach. Graham Hill got the new BRM round in 1min 38.5sec but that was his lot, and every-

one was looking a bit sideways at Surtees and the new Ferrari V6, especially since they still had 8-cylinder and 12-cylinder engines on the way for the same chassis.
Clark was getting nowhere, it seeming that the Coventry-Climax V8 just was not a match for the BRM or Ferrari engines on sheer power output. He took an opportunity to tuck-in behind Hill on one lap, but the BRM driver was not to be caught, and immediately came into the pits, leaving Clark out in his own draught and going no quicker. Gurney had now joined the leaders with a brilliant 1min 39.9sec, followed by 1min 39.2sec, but Clark had managed to pull out a 1min 39.0sec, so the order was Surtees, Hill, Clark, Ginther and Gurney, and just to show that he was confident Surtees went out and did another lap in 1min 38.0sec; not as good as his best but still faster than anyone else.



Surtees in the pits, his race is run

Team Lotus were not giving in and had Coventry-Climax helping them to find missing rpm and Clark was in and out continually, right up to the end of practice, but he finally had to settle for third best time, nearly 2sec slower than Surtees with the Ferrari, which was an incredible gap. . With Graham Hill over a second slower than Surtees, it was obvious that Ferrari were on to something with their new car.
The lack of rpm in Clark's engine being untraceable, the Team Lotus mechanics put in some overtime and fitted a new engine to the car. BRM were pretty content with their new car and Ferrari were highly delighted with theirs, while Brabham was not exactly unhappy with Gurney's performance.
Sunday morning was occupied by two GT races run over periods of three hours, the first starting at 7am, and a vast crowd poured into the Autodromo, no doubt encouraged by the performance put up by Surtees in practice. An estimated 500,000 people was quoted as coming through the gates, and the circuit was packed by midday, the crowd having to watch a Ferrari defeat in the big GT race when Salvadori drove a terrific race with a works Aston Martin DB4GT to beat up Parkes in a GTO Ferrari, after battling wheel-to-wheel for the last 1 1/2 hours of the race.
The Grand Prix was due to start at 3:30pm and to be held over 86 laps of the road circuit,
The twenty starters were lined up in pairs, stretching for a long way behind the starting line, Surtees was in pole position in the new V6 Ferrari, with Graham Hill alongside him in the new BRM.
Most engines were started at the 3min signal, so that the last few seconds before flag-fall seemed never ending, and Surtees began to gesticulate to the starter, and, in consequence, when the start was given he was caught slightly on the wrong foot and made a hesitant start. In the second row, Jim Clark was really keyed up for he knew that unless he could get in behind the Ferrari or the BRM he was going to get left behind, and Surtees' slight hesitation was just what he wanted, and the green Lotus did a quick flick around the Ferrari and up alongside Hill's BRM.
Surtees soon got his wheelspin under control and the three cars headed for the Curva Grande in a tight bunch, followed by the rest of the field, who had all got away well. It was the new BRM that was leading at the end of the first lap, with everyone in a tight bunch right behind, and on lap two Surtees got the new Ferrari in the lead for a moment at Lesmo, but was back in second place at the end of the lap, but only by a matter of inches. On the third lap the BRM and Ferrari were side-by-side, with the green car a few inches ahead, followed by Clark , Gurney , and Bandini, all nose-to-tail.
By the next lap Clark had got into second position and on lap five he had the Lotus so close to the Ferrari tail that he was almost touching. This was Clark's only chance to get away from the rest of the pack, for Surtees was pulling out a lead but taking the Lotus with him. Gurney and Hill were side-by-side, and Ginther had passed Bandini.
Surtees was using all his old motorcycle tricks to try and get rid of the tenacious Clark, swerving from side to side along the straights, but all the time the green Lotus was right in his slip-stream. Try as he would he could not get rid of the Scotsman, who must have been concentrating really hard on the tail of the red car in front of



Clark on his winning lap after a very hard fought race, but now Works Champion

him, for the slightest deviation from the natural path by the Ferrari and the Lotus was right there. These two were opening up a small gap between themselves and Hill and Gurney. They were all lapping at around 1min 40sec and were running away from the rest of the field. Now and then Clark would get alongside the Ferrari, but he could not get by and Surtees was continually trying to get rid of him and for sixteen laps the battle was fast and furious, with Surtees getting all the encouragement from the huge crowd. Already Hailwood, Baghetti and Anderson had been lapped by the leading quartet, and on lap 17 Clark appeared out of the south turn on his own, and the grandstands groaned, for the Ferrari had blown up. Hill and Gurney went by and then the red car could be seen coasting into the pits, with white vapour coming from the exhaust, a valve having broken and holed a piston.

There was no need for the Ferrari pit to inspect the car, they just sadly wheeled it away, and Surtees had to sit and watch the rest of the race, his only consolation being that he had had all the opposition on the run while he was out there racing. This left Clark with 2sec lead, but without the tow from the Ferrari he began to lose ground and it needed only five laps for Hill and Gurney to catch him, and the three of them then raced in very close company.
On lap 21 Trintignant was just leading Hall (Lotus), P Hill (ATS) and Siffert (Lotus), the four of them being line-ahead along the straights, and then the leading trio lapped them, and there were cars all over the place, passing taking place on all sides, and in the ensuing melee Gurney took the lead and Trintignant shook off the remainder of his group. Graham Hill was just in the lead on the next lap, with Gurney and Clark right alongside, and some way back Ginther was being surrounded by Ireland and Bandini, and they had Brabham, McLaren and Bonnier right behind them.
The leaders, who were still circulating in 1min 40sec but constantly changing place.
Gurney would lead, then Hill would get in front, then Gurney again, and then Hill, and once or twice Clark would be in front, but at any given moment any of the three cars could be leading, and more often than not they were side by side. No driver seemed to have any advantage over the other, so it was truly a battle of cars, and they were so evenly matched that the outcome was clearly going to be one of reliability.
At half-distance, 43 laps, Clark led from Gurney and Hill, but there was still little to choose between them and then came Ginther, followed by Brabham, and then Ireland, McLaren and Bonnier in very close company.

One lap after half-distance and Gurney was leading once more but Hill had fallen back and lost contact with the other two, and it looked as though the BRM was in trouble. Sure enough, next time round he had lost more ground and it was clear that the clutch was slipping. Hill struggled on for a few more laps but it got progressively worse and on lap 50 he went into the pits to see if anything could be done, but all hopes of a win were now gone. Clark led, and Gurney led, then Clark again, then Gurney, and they were still lapping at 1min 40sec, giving no quarter, and with the challenging Ferrari having broken, and now the challenging BRM in trouble it was proving to be a true race of mechanical endurance.
Clark was now beginning to hold the lead consistently, but Gurney was always right on his tail, and they finally managed to get past Ginther and Brabham on lap 60, so that they had lapped the entire field, but Ginther was doing his best to keep in their draught and rid himself of the tenacious Brabham.

On lap 62 Clark came into sight on his own, and it was quite a while before Gurney appeared, and after another lap, covered comparatively slowly, the Brabham-Climax headed for the pits, another victim of mechanical unreliability. The trouble seemed to be in the fuel feed and though Gurney made two more laps the trouble could not be cured and he was forced to retire, leaving Clark and the Lotus 25 a whole lap ahead of the rest of the runners.

It had been a pitched battle from the word go between Lotus, Ferrari, BRM and Brabham cars, and the Lotus had come out on top on sheer reliability, though there was still a long way to go to the chequered flag. Clark could now ease up slightly, and his lap times were around 1min 42sec to 1min 43sec, and Ginther followed him closely and Brabham had dropped back slightly. On lap 70 Ireland lapped Spence and Maggs, who were still close together, and the new Lotus team man nipped smartly into the slipstream of the BRP car and got a tow, thus getting away from the second-string works Cooper driver, but only three laps later the oil pressure fell on the Lotus engine and Spence wisely switched off and stopped out on the circuit before he blew the engine up.

Meanwhile Clark was running confidently out in front, content to let Ginther go by and get on the same lap, and with Brabham's stop Ireland moved up into third place, a position he had worked hard to attain, and he was followed by McLaren, with Brabham back in the race behind the Cooper. With the end in sight Bonnier eased off, thinking Trintignant was more than a lap behind him, where he was officially, but according to most people following the race he was on the same tap as the Rob Walker Cooper, and on lap 83 he went by. Clark and Ginther were now a lap ahead of Ireland, McLaren and Brabham, and as Clark's Lotus 25 finished his 86th lap to win the Italian Grand Prix, Ireland was on the back straight heading for the end of his 85th lap, the chequered flag and a well-earned third place, when his engine seized up solid and he came to a rapid stop.

Nobody was more pleased with this Lotus victory by reliability, and hard driving by Clark, than Colin Chapman and his mechanics, for with wins at Zandvoort, Spa, Reims, Silverstone and Monza it made Lotus the undisputed Champion Manufacturers of 1963, and Clark the undisputed Champion Driver for 1963.

Lotus has brought history back to life with the world premiere of the Type 66 – and confirmed this track-only car will go into production. (

From The Lotus Forums)



This unique project was unveiled at 'The Quail, A Motorsport Gathering' as part of Monterey Car Week in California, USA. Truly exotic in its design execution, the Type 66 is a new, ultra-exclusive, low-volume car from Lotus. It brings to life a 'lost Lotus' drawing board programme from the brand's world-renowned motorsport heritage, combining it with today's state-of-the-art racing technology and components.
The Type 66 has been launched in Lotus' 75th anniversary year and is testament to the brand's desire to reimagine the best elements of its heritage, updating them in the most exhilarating way possible.
With his eyes on the high-profile and commercially lucrative Can-Am Series, Lotus founder Colin Chapman tasked Team Lotus draughtsman Geoff Ferris to launch the Type 66 project to evaluate how Lotus design principles could be applied to this category. Chapman's primary focus on Formula 1 meant the innovative project never went beyond technical drawings and scale models. In a fitting tribute to the brand's illustrious racing pedigree and heritage, Lotus has proudly fulfilled the original vision 53 years after the designer first put pen to paper.



Only 10 examples of this 'rediscovered and reimagined' Lotus V8 will be built. It's a total selected to commemorate the number of races the Type 66 would have competed in during the 1970 season.
The car made its public debut in



a heritage-inspired livery – reflecting the red, white and gold colours Lotus raced in during the early Seventies – and which could have adorned the Type 66, alongside the all-conquering Lotus Type 72 F1 car.

The Type 66 is one of the most exclusive projects Lotus has ever undertaken and each example will cost in excess of £1million.

Simon Lane, Executive Director, Lotus Advanced Performance, said: "The Type 66 perfectly blends the past and present. It takes drivers back in time, to the iconic design, sound and pure theatre of motorsport more than 50 years ago, with added 21st century performance and safety. This is a truly unique project and in our 75th anniversary year it's the perfect gift from Lotus, to fans worldwide and to a handful of customers."

He continued: "While the visual expression is strikingly similar to what could have been – including the period-correct white, red and gold graphics – the technology and mechanical underpinnings of the Lotus Type 66 represent the very best in today's advanced racing performance."

Crucial to the development of the Type 66 programme has been Clive Chapman, Managing Director of Classic Team Lotus and son of Colin Chapman. It was documents held by Clive which allowed the Lotus Design team to bring the car to life.

He commented: "The car would have shared many innovative features with our most successful F1 chassis, the Lotus Type 72, which was developed during the same era. These include side-mounted radiators which helped reduce front drag, increase front downforce and channel airflow through and over the car. The rear of the car incorporates a distinctive tail section, resembling the Le Mans endurance cars of the period. These features would have boosted its downforce considerably, compared to rivals, aiding high-speed stability and ultimately its lap times. It would have been spectacular, as is the actual Type 66 we see today."

Clive said it's highly likely that Lotus F1 legend Emerson Fittipaldi would have driven the Type 66 if it had been built. The Brazilian was guest of honour on the Lotus stand at The Quail and helped to unveil the car.

The Lotus Type 66 has benefitted from more than half a century of technical progress since it was imagined to optimise its design, engineering and manufacture. Using state-of-the-art computer software, the team led by Russell Carr, Design Director, Lotus, digitised a series of 1/4 and 1/10th scale drawings supplied by Clive Chapman and created 3D renders to provide an entirely new perspective of the vehicle. The original sketches were true to Colin Chapman's early designs, featuring a cockpit enclosure that would reduce drag and improve airflow to the rear wing.

In order to conform to modern safety standards and to ensure 21st century driver confidence, the original designs were delicately reinterpreted. New features to the vehicle include a modernised driver compartment, inboard fuel cell, sequential transmission and anti-stall system. Everything is contained in a full carbon fibre bodyshell.

The front wing was designed to channel air from the front of the car, through and underneath the rear wings, generating more downforce than the vehicle's total weight at full speed. This sense of porosity, where air travels through a vehicle, rather than around it, remains a signature element of Lotus vehicle design today and is seen on the Emira sports car, Eletre SUV and Evija hypercar.

Russell said: "We are incredibly proud to have completed such a unique project, and one that Colin Chapman was personally involved in. There is a real delicacy in remastering the past. This is not a re-edition or a resto-mod, but a completely new breed of Lotus – a commitment that our past glories will continue to be reflected



in our future."
Optimised aerodynamics has been part of the Lotus for all of its 75 years, and the Type 66 is no exception. More than 1,000 hours of Computational Fluid Dynamics (CFD) work has gone into the programme, resulting in downforce in excess of 800kg at 150mph. That's far more than the original underbody design would have been able to manage, enhancing both driver safety and vehicle performance for quicker lap times.
Advanced 'driver-in-the-loop' technology has been used to test how the vehicle would perform on racetracks around the globe, such as Laguna Seca, Silverstone, Fuji and Spa. Thanks to modern-day engineering and ingenuity, the Type 66 now matches the dynamic performance and lap times of a modern GT3 race car. On some circuits, such as Laguna Seca, simulator work suggests it could actually be quicker.
At the heart of the Type 66 is a period-representative V8 push-rod engine. It's mid-mounted for optimised handling, tuned by Lotus to produce more than 830bhp at 8,800rpm. Bespoke modern-day components include an aluminium forged crank, rod and pistons, which generate torque of more than 746 Nm at 7,400rpm. The iconic Can-Am-inspired air intake 'trumpets' take centre stage at the top of the engine. These not only smooth out the air intake to create laminar flow, but also greatly improve the volumetric efficiency, allowing for greater combustion and more power.
The chassis is also period-representative, with extruded aluminium sections, bonded joints and aluminium honeycomb panels adding to its authenticity. To ensure drivers can unlock maximum performance when on track, the Type 66 features modern comforts such as an EPASS motorsport power steering column, a sequential racing gearbox with reverse, a race ABS braking system, an anti-stall multi-plate clutch and a fixed rollover bar.
Following the car's world debut at The Quail, the Type 66 will be displayed on the Concept Lawn at the Pebble Beach Concours d'Elegance on Sunday 20 August.

Lotus had pride of place at this years Shannons classic, but sadly not the roll up we were hoping for









On the 9th September 1973 (50 years ago this month) Ronnie Peterson driving a Lotus 72E and was followed into second by his teammate Emerson Fittipaldi, in the Italian Grand Prix, but that's not the reason the race became one of the most memorable GP's ever!

In qualifying, whilst Ronnie was clearly the fastest, he was seriously challenged by the American Peter Revson in a McLaren. Revson, who finally shared the front row of the grid with him a mere 0.49 seconds behind. Then came Denny Hulme in another McLaren and teammate Emerson Fittipaldi, Carlos Pace in a Surtees and Jackie Stewart in a Tyrell a full 1.5 seconds behind Peterson. Whilst leading the World Drivers Championship, Stewart had a disappointing practice. In his last drive for Ferrari, Jacky Ickx qualified a disappointing 14th place.

At race start Peterson charged to the lead whist Emerson managed to get past the McLarens of Hulme and Revson to grab second place, whilst Stewart took fourth place, the minimum place he needed to finish and to get the World Championship. Whilst Ronnie and Emerson scampered away in the lead the suddenly Merzario, Hulme and Stewart were in the pits. Jackie's change of a World Championship were looking a bit like King Alfred's cakes!

Back in the 70's tyre reliability was not very good, and Stewart was always frightened of a puncture, in fact he recalls "I always had my mirrors focused on the rear tyres, because in those days we had a lot more punctures… I saw it looking concave so I came in". But because the race had just begun, the team were totally unprepared for him and had to scramble around for a tyre. One





minute later he emerged from the pits, almost a lap down and his chances of getting his championship in dust. The leading two kept up their relentless pace, clearing out from the rest of the field, but then observers saw something starting to happen. As Stewart was so far behind, both Ken Tyrrell and the team concluded that Jackie would lose interest in the race, but the opposite started to happen, as Jackie threw caution to the wind and decided to try and get back in the points. Throwing his car through ever corner, he soon climbed the order and to everyone's amazement was soon in the top 10, a mere 10 laps after he came out if the pits. For the next 20 laps he continued his charge, constantly breaking lap records and was quickly behind his team mate Francois Cevert who was in fourth. An honourable Cevert, waved Stewart past and into 4th place, If he held this or better, he would be World Champion. 5 laps later, Ronnie took the chequered flag, less than a second ahead of his teammate, with an almost 30 second gap to Revson in third and then Jackie Stewart in 4th who had increased is lead by 15 seconds over Cevert.

To quote Stewart again "Everyone was jumping up and down when I came in but I wasn't sure we has won the championship. I said 3 times 'are you sure?' then the crowds came flowing in and because I wasn't on the podium they mobbed me"…"I ended up going into a toilet with my wife Helen, and everybody was thrashing at the door so we opened the window and climbed out and into the paddock, but they found us there too!"… Although I didn't win the race it meant something to me that was more than just winning because I came from so far back to finish fourth and I broke the lap record many times in that race. I think I had a good day!!"

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

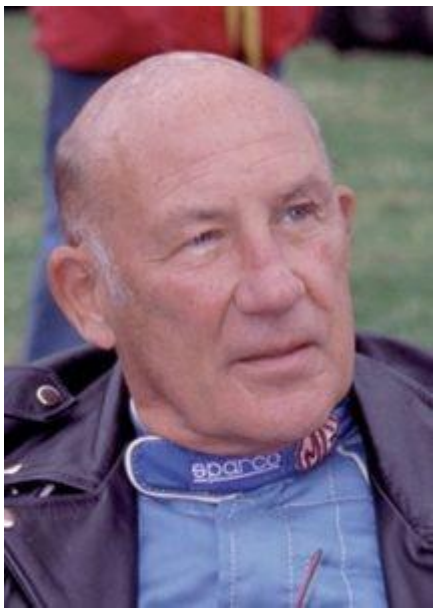
A few years before hid death, Sir Stirling Moss was asked by Motorsport what were the worst cars he has had to drive. Some of his words appear below



Moss rates the always problematic BRM V-16 the worst car he's ever driven

The question I am not asked so often is which cars I didn't like, and I can answer that pretty quickly. At the top of the list, by a very long way, is the BRM 16-cylinder car, which was by far the most appalling car I ever drove. For different reasons, the Maserati 4.5 coupe is well up the list, and also for different reasons is the Eldorado Maserati. The 3.5-liter Maserati sports car wasn't a nice car, so it seems I'm being tough on Maserati, but I'm not really, as the 250F Grand Prix car was certainly one of the best cars I ever drove.

The BRM project got started just after the war by Raymond Mays, who seemed to have convinced himself that he could be another Mercedes Benz. He got a lot of support from British industry, but the first car didn't appear until 1949, didn't race until 1950, and even then it wasn't really ready. If all the effort which had gone into publicity had been used in development, they might have had a chance.



Sir Stirling Moss

I first tested the BRM V-16 at their test track in July 1951, after two cars had managed to finish the British Grand Prix in the hands of Reg Parnell and Peter Walker. I really wanted to drive a British Grand Prix car in 1952, so I was very hopeful that the BRM would be successful. However, numerous problems existed, not the least of which being the supercharger. BRM's supercharger had been developed for aircraft engines during the war and was fine for maintaining high power output and running at constant speeds. But all the power was at the top end, which was not what you wanted for road racing; so when the revs dropped below 9000 rpm, it was just about useless. In reality, its only serious racing application would be at places such as Indianapolis and not on European road circuits.

Additionally, the driving position was impossible, with the steering wheel too close to me. However, the brakes were good… in fact, I would get thrown against the steering wheel when I used the brakes, but it always felt so unstable. I tested the car in October at Monza where the team could hardly keep it running for more than a few laps, but at least on the wide road at Monza you could keep the car on the track in spite of the way it wandered. I was eventually going to race it at Turin in 1952,



Moss at the wheel of the ill-prepared Maserati Eldorado Special during the 1958 Monza 500

but the entry was cancelled so that Fangio could test it in England. This really led to European organizers losing all faith in BRM entries.

After weeks and weeks of testing again at Monza, I finally raced it at the Ulster Trophy race at Dundrod in Northern Ireland, a very demanding road circuit. Fangio and I were both in the V-16s, and we both had our clutches burn out waiting for the start. We had to keep the revs way up so we didn't stall; resultantly the clutches went, and we both stalled and had to be push started. Fangio spun early on as I chased him. This resulted in us momentarily going down the road nose to nose – it was one of the few times I passed him! We were both in and out of the pits until we retired. It just wouldn't work. The steering was slack, the power characteristics of the engine were poor. It wouldn't run under 9000 rpm, but at 10,000 it would throw you back in the seat. It had a lovely gearbox, but that centrifugal blower meant the throttle was anything but progressive; so if you put your foot down, it became damned difficult to drive. If I could have used all that power to steer, it would have been much better. It's strange that now it has been developed for historic racing, with modern input, and I believe it is quite a good car. I drove the BRM 4-cylinder P25 in 1959 and the car was very good indeed, but unfortunately it had come too late to beat the rear-engine cars.

The Maserati 450S Berlinetta was a car I drove once at Le Mans in 1957. Frank Costin, who had done such good design work on the Vanwall and Lotus 11, designed an aerodynamic body for the 450S. Maserati left everything quite late, so instead of Fantuzzi building the body, it was rushed over to Zagato and they didn't stick strictly to Costin's design. They left the whole undertray off for a start, and it was terribly hot inside. But the worst thing was that I simply couldn't see out! It misted up on the inside and the wipers lifted and only sort of smeared the screen under braking, so I couldn't see a damned thing. Harry Schell and I got up to second place before things started breaking, and we eventually retired the car. In retrospect, it was really a 450S with a few added mistakes!

The Eldorado Maserati Special was an interesting car, and only a problem because it hadn't been developed. I had a big accident in it, but that was because of the kind of track we were driving on where the g-forces were so high. In the 1957 Monza 500-Mile Race on the banked oval bowl, the Americans came over with their Indy cars and won, with three Ecurie Ecosse Jaguar D-types chasing them. The Jaguars were driven by Fairman, Lawrence and Sanderson, the only European entries.

Signor Zanetti of the Eldorado Ice Cream Company in Italy commissioned a car for the 1958 race with heavy-duty front suspension, and a big 4.5 V-8 with four twin-choke Weber carbs and a 5-speed gearbox and 2-speed axle. The chassis was based on the 250F, and I was asked to drive it. It was the closest I ever came to Indianapolis type racing. I had a real battle with Jimmy Bryan and Troy Ruttman in one of the heats, but in the third heat, I was running about 170 mph when the steering sheered and I had one of my biggest accidents ever. I hit the Armco at the top, knocking out some of the posts and then burst two tires and tore a wheel off before ending up in the infield. I was sure I was going to be killed. When I stopped and opened my eyes, I thought, "If this is hell it's not hot, but it's bloody dusty!"

Having won the 1955 Mille Miglia in the Mercedes 300SLR, the Maserati 350S I drove there in 1956 was a real disaster. It was another Maserati rush job, with the engine being developed from the 3500 road car. It was quicker than the 300S, but was undeveloped and much, much harder to drive. I got it up to 6th place, but it rained and the car literally filled with water, and yet again I couldn't see. But the handling was the real problem. It would just wash out at the front, and that is what it finally did. I flew up and over an embankment and started down a steep bank on the other side until a tree stopped it. Not a nice car.

I nearly mentioned the Tipo 63, Maserati's rear-engine "birdcage." I was supposed to race one at Sebring with Graham Hill in 1961, but in practice, the handling was very twitchy and the rear suspension was taking a beating; so we swapped to the Tipo 61, a lovely car, but it retired. That meant I got into the Tipo 63 again with Masten Gregory, and it got up to 7th before the rear suspension broke… but it was quick in a straight line!


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
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historic sports and racing car association nsw

Answer to last months "Now who Said That?"



Last months quite was

"Girl, you must win!' And win I did! From that date my career as a racing motorcyclist began"

And the correct answer was Fay Taylour and winner was Evan Jones



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

"Those who say that the Nordschleife is not dangerous, they are simply not driving fast enough"
OK A bit of help, he is a triple world champion and he is talking about the old Nurburgring

CLA NSW 2023 Diary

Month	Day Date	Event	Time	Location
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



Ed Holly sent us this photo recently of the late, great Ron Tauranac. Ron is tucking into desert at one of our fortnightly Lotus Lunches at Club York, organised by Peter Eppel

CLA SA 2023 Diary

Month	Day Date	Event	Time	Location
Jul/23				
	Sunday, 2 July 2023	Lotus SA Gathering	9.00am	TBA
Aug/23	Sunday, 6 August 2023	Lotus SA Gathering	9.00am	TBA
Sep/23				
	Sunday, 3 September 2023	Lotus SA Gathering	9.00am	TBA
Oct/23				
	Sunday, 1 October 2023	Lotus SA Gathering	9.00am	TBA
Nov/23				
	Sunday, 5 November 2023	Lotus SA Gathering	9.00am	TBA
Dec/25				
	Sunday, 3 December 2023	SA Lotus Christmas Lunch	12.00pm	TBA

For Sale

I am wondering if any of you members would be interested in a running FWB engine for an Elite. I am cleaning out the garage and would like to see the engine go to a good home. It is still assembled in its original pump housing and I have had it running. I would think it is worth about $3000 but am open to offers.

Cheers Mike Devine 0407946699





For Sale



1969 LOTUS ELAN SERIES 4 SE Drop-head coupe. Chassis number 36/8375.

Very original two-owner car purchased new by Ray Gulson from Canberra in kit form.

Sold to Bill Wade in 1971 who stripped it down for a total restoration in 1975. Completed some years later and has never been driven in the rain. Even though it is an older resto, the car presents very well. Deviations from original are the fitment of Minilite mags with octagonal spinners, solid rear driveshaft conversion and removal of roof as it was a fixed head coupe when new. Original wheels and spares included. Car has always been garaged and driven sparingly. Winner of multiple concours prizes over the years and well known to older club Lotus members.

Priced at $65000. Contact Chris Wade on 0418 438021. Located one hour north of Sydney.



For Sale



LOTUS SUPER SEVEN
Chassis number SB1707.

Originally owned and raced by Marie Nolan from Queensland 1964-65. Sold to Moss Angliss in 1965 who raced it until 1970. Sold to Dr Mike Jones who later sold it to Bill Wade from Sydney in 1973.

Bill was one of the founding members of Club Lotus and restored the car over a period to concours condition. Winner at many car shows over the years, always garaged and never driven in the rain. Well-known within the club and a regular attendee at club outings. The car featured in Modern Motor August 1984 and photos of it appeared in Dennis Ortenburger's book on the Lotus seven.

The car's current condition is very good considering the time elapsed since restoration. Full history available and spares included. Asking $68000. Contact Chris Wade 0418438021. Car is located one hour north of Sydney.



Free to a good home

Free to a good home.

Original roof for Elan S1 or S2 – old and would need a lot of refurb.

Would need to be collected from the Central Coast NSW.

Call John Culvenor 0417 407 900





Wanted

Caterham Seven wanted, all models considered, preferably registered for road use in Australia.

This is a private purchase, buyer lives in Perth WA and will organise and finance shipping if necessary and would be happy to take a flight to inspect should the vehicle look promising.

Send us an email at web@clublotus.com.au if you have a car to suit John, or would like to reach out to him



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:

FOR SALE

Jenvey independent inlet manifolds and adjustable inlet trumpets.

For Rover K series engines

This item is for a Rover K series engine as fitted to some Lotus Elise and Clubman vehicles. I purchased this this item for directly from Jenvey in England for my MGF VVC however they have never been fitted,

Asking Price is $800.00

Contact details are John Carlson, mobile 0407931844

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.

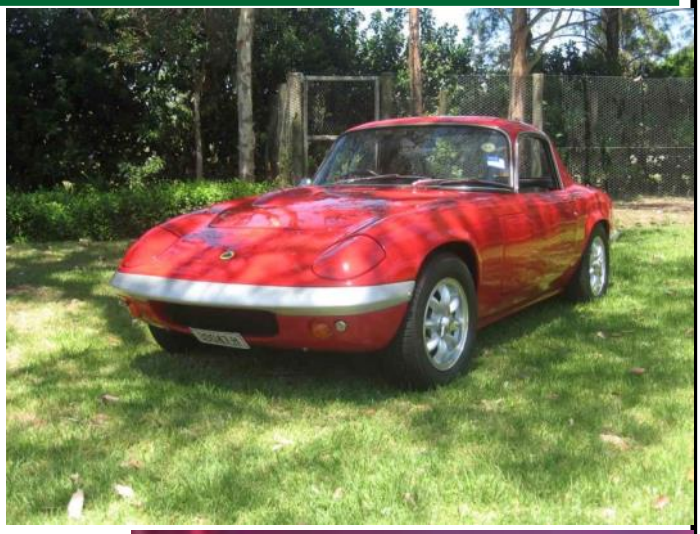
I purchased the Lotus in 2005 and had the interior completely redone in 2007. It has been used sparingly since. It has a yearly grease and oil change and brake fluid is replaced every three years. Everything works the way it should.

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









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)









