

Cheshire Classics

CLASSIC CAR SPECIALISTS

Cassia Green Farm, Whitegate, Winsford, Cheshire CW7 2PZ

Telephone: 0606 882281

FAX 60688968

Joel Weinberger
Fax 0101 708 960 2658

Dear Joel

Further to our recent telephone conversation please find below as much as I know about my old Lotus 23. I purchased the car from Herbert Braun who lives in Wiesbaden, West Germany. Herbert had campaigned the car for several seasons in the European Stiegnberger championship with a good deal of success. He bought the car from a London dealer called Tony Hilderbrand at Straight Six. Tony bought the car from John Bradburn who bought it from David Hodgkinson. David re-built the car with the help of Ray Concar. Peter Denty who without doubt is the worlds leading expert on Lotus 23s helped and advised David with the re-build and confirmed that he had known it for many years and said that it was one of the best and most original 23s despite the lack of the chassis plate! Prior to David, Mike Harrison owned it and the trail ends with Alan Bronlee who bought it sometime in the late sixties early seventies. I also know that it was built as a 23 and was later put into 23b specification. When I sold it there were a lot of very good parts including a spare all steel engine which was just re-built, two spare sets of 'wobblies' with new tyres, spare gear-box and a full set of ratios etc. It was painted bright red with yellow wheels and I changed the colour to dark blue with white wheels. I can also confirm that at a test session at Silverstone, Stirling Moss drove it on the full Grand Prix circuit timed at 1.52 or thereabouts knocking 3 seconds off my best time!

I hope that this information is of use to you. Please let me know if you have any success with it. I loved having it. It was great fun and a superb car to drive.

Best regards



Peter Bennett.

December 20, 1989

Mr. Sten Hillgard
Box 268
S - 43900
Onsala, Sweden

Dear Mr. Hillgard,

My father and I have recently purchased a Lotus 23 with the identification number 64-206. It is my understanding from Mr. Peter Bennett of Cheshire Classics, that you purchased the car from him.

I am in the process of documenting the history and authenticity of this car. Do you have any idea why this 23 does not have a chassis number plate? Do you have any records regarding the racing history of this car in Europe? Any information that you could send to me about this Lotus would be greatly appreciated.

Sincerely,



Joel Weinberger
Continental Acura
2110 Ogden Avenue
Lisle, Illinois 60532
USA
FAX# 708-960-2658

CONTINENTAL MOTORS

August 13, 1989

Mr. Tony Hildebrand
Straight Six Motors
Gemini House, High Street
Edgeware, Middlesex HA87ET
United Kingdom

Dear Mr. Hildebrand.

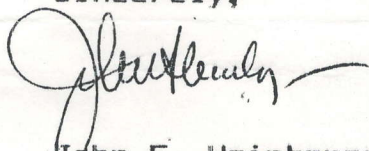
A few weeks ago I tried to reach you by FAX to inquire on a car that I understood was in your hands for awhile. The car is a Lotus 23 that belonged to Herbert Braun until recently. The "plate" on the dash shows 64-206.

I would appreciate if you could tell me anything about this car. I was told that it was originally one of seven Lotus Team Cars.

Also I am interested in knowing who did the restoration work on the car so I could communicate with that person. How did the car obtain #64-206.

I would not bother you but I was given your name to call as a reference because of your involvement with Lotus. I have since purchased the car and would like to authenticate it. Do you now of Alan Brownlee? Can he provide information? Anything you can provide would be appreciated.

Sincerely,



John F. Weinberger
President

enclosures: Photos
F.I.A. copy



BENTLEY



CONTINENTAL MOTORS

August 8, 1989

Mark O'Shawnessy
Lotus Cars USA, Inc.
1655 Lakes Parkway
Lawrenceville, Ga 30243

Dear Mr. O'Shawnessy:

I own two Lotus 23 racing cars and I would appreciate Lotus tracking down the history of these two cars.

The first one is a Lotus 23 that was raced extensively in the U.K. and on the Continent. I was told that this is an original Lotus team car and the "plate" on the dash shows 64206. It was built before Arch Motors built the later chassis and therefore, built by Lotus Components. The car has the water and oil outside of the tube chassis. I have enclosed a copy of previous owners.--Who was the original owner or team car?

The other car is car #235122 with Arch Motors plate #102. Sold (I think) to Paul Jett in 1965 in Houston. Can you verify this? This information would be very much appreciated.

Sincerely,

CONTINENTAL MOTORS

John F. Weinberger (JF)

John F. Weinberger
President

ta

No Identity - Could have been very early prototype - no records of 64206 Number

BLUE CAR

RED CAR

- Peter Brand

23/5/122

Engine Nr 13650208

WHITE

Sold to Lotus

Saunders

23-7-65

*Andrew Ferguson
Club Team Request*



BENTLEY



Straight Six Historic Racing

International dealers in competition cars

AMH/JPA

John F. Weinberger, Esq.,
President,
Continental Motors.,
420, East Ogden Avenue,
Hinsdale,
Illinois 60521,
U.S.A.

13th September, 1989

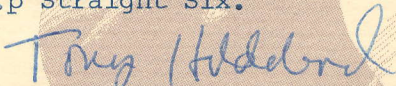
Dear Sir,

Thank you for your letter regarding Lotus 23B - Chassis No: 64/206. Our records show that we sold the above vehicle to Mr. Herbert Braun of Weisbaden, West Germany. We gave him all the records and details of the car that we were able to uncover from previous owners. We remember Alan Brownlee and we contacted him when we had the car. He works in London as a travel agent and, I believe, owned a large agency in the Strand, London. WC1. He came to see me and brought pictures of the car when he raced it and identified the car as his own because he had made the side pontoons below the bodywork out of aluminium. These, he had constructed himself and he said that it was the only car with these aluminium side pieces. He showed me many pictures of the car which he was unable to let me have as they were sentimental to him.

The car is a genuine Lotus 23B but we are unable to tell you how it got that Chassis number on it. I do not have Alan Brownlee's current address or telephone number as I tried the number that we had for him but he has left the Company and moved on. If I do come across him again, I will let you have his number. I am sure that the guys who sold you the car gave you all the information that we had when we sold it, but as we do not retain copies of this, I am afraid that we cannot help you in this respect. Should we uncover any details of the car, I will keep your name on file and let you have them as and when available.

Thank you for writing to us and I will keep you posted should I uncover any interesting facts about the car.

Yours sincerely,
p.p Straight Six.


A. M. Hildebrand B. Com F.C.A
MANAGING DIRECTOR.

Lamin '85

CONTINENTAL MOTORS

September 22, 1989

Mr. Mark O' Shawnessy
Lotus Cars
1655 Lakes Parkway
Lawrenceville, GA 30243

Dear Mark,

Enclosed are some pictures of the two different cars. Maybe it would jog Peter Brand's mind if this was an original team car and where the #64-206 came from. I understand that early 23's were not built by Arch Motors and therefore had no plate.

My feeling is that this was built by Lotus Components and did not get an official number until its was licensed in the United Kingdom.

Any help would be appreciated.

Sincerely,

John F. Weinberger
President



BENTLEY



THE **CONTINENTAL**
COMPANIES

5901 South La Grange Road • Countryside, IL 60525
352-8080

October 1, 1989

Mr. Cedric Selzer
38 Wykeham Road
London, N.W. 4 2 SU
England

Dear Mr. Selzer,

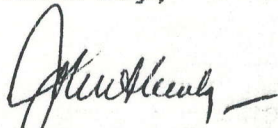
I am a Lotus Dealer and car collector in Chicago. I was referred to you thru Peter Brand at Lotus and Mike O'Shawnnessey in the United States. The purpose of this letter is to inquire with you about the origin of a certain Lotus 23 that I have purchased.

The car originally belonged to Alan Brownlee. I have no way to contact him because the telephone number I have isn't any good.

Do you know anything about this car while it was in England? The chassis plate number is 64-206 which is not in the normal number sequence (1 - 30). The broker that sold the car to me believed it was a Lotus Team Car.

Any information would be appreciated.

Sincerely,



John F. Weinberger
President

/enclosures

• CONTINENTAL ACURA
2110 Ogden Avenue
Lisle, IL 60532
960-2100

• CONTINENTAL HONDA
5901 So. La Grange Road
Countryside, IL 60525
352-6075

• CONTINENTAL CLASSIC MOTORS
Rolls-Royce, Ferrari, Maserati
420 E. Ogden Avenue
Hinsdale, IL 60521
655-3535

• CONTINENTAL NISSAN
5750 So. La Grange Road
Countryside, IL 60525
352-9200

• CONTINENTAL TOYOTA
9960 Joliet Road
Countryside, IL 60525
354-5800

• CONTINENTAL JEEP/EAGLE
5800 So. La Grange Road
Countryside, IL 60525
354-1400

• J-H REAL ESTATE
Partnership
5901 So. La Grange Road
Countryside, IL 60525
352-8080

• HALCO LEASING
420 E. Ogden Avenue
Hinsdale, IL 60521
655-3535

CONTINENTAL MOTORS

October 26, 1989

Mr. Alan Brownlee
18 Lancaster Road
Uxbridge, Middlesex
ENGLAND

Dear Mr. Brownlee,

I need your help! I have been told that you were the previous owner of the Lotus 23 #64206 (picture enclosed). I have purchased this car for my Lotus collection and I am now trying to authenticate it. It was purchased thru a broker in the States and he has no papers other than the FIA paper enclosed.

My question is how did it get chassis # 64-206? I was told that this car possibly was a Lotus team car and therefore was not assigned the regular # system of 23S001 to 23S120. Could you shed any light on this issue. Also could you be so kind as to make copies of any records that you may have on the car, pictures, racing successes and possibly previous owner(s).

I am a Lotus Dealer in Chicago and I am involved in vintage racing and I would appreciate anything that you can do.

Sincerely,

John F. Weinberger
President



BENTLEY



CONTINENTAL MOTORS

November 14, 1989

Mr. Cedric Selzer
Roger Edwards (Motors)
Amex House,
North End Road,
Wembley,
Middx. HA9 0XS

Dear Cedric,

A few photos of the "California Car" for your interest as promised. Also, a picture of the blue car with my son in the marshalling area. This is the elusive chassis #64-206 that I wish you could help me identify (Alan Brownlee).

By the time these are in your hand you should have the money on the black 23. Please notice stripe on these two cars as it could be a pattern for the black one if you think so. Do you like the yellow roundels?

Sincerely,



John F. Weinberger
President



BENTLEY



CONTINENTAL MOTORS

November 22, 1989

Mr. Alan Brownlee
18, Lancaster Road
Uxbridge
Middlesex
ENGLAND

Dear Mr. Brownlee,

Thank you for your attempted phone call on monday. I am sorry that my secretary did not forward the call and I was disturbed with her for not telling me you were on the phone.

Please drop me a line about what you know about this car. As you know, I bought it from a broker who only gave me a few names but no history. Can you tell me anything? Perhaps who you bought the car from and the real chassis number? Race history? Anything.

Best regards,



John F. Weinberger
President



BENTLEY



seekers

tours and travel limited

3 Norwich Union House,
Bakers Road,
Uxbridge,
Middlesex. UB8 1RG.
(0895) 810919
(0895) 71014

Mr J.F. Weinberger
President
Continental Motors
420 East Ogden Avenue
Hinsdale
Illinois 60521
U.S.A.



20th November 1989

Dear Mr Weinberger

I got your letter just before I went on holiday so it has had to wait on my return for my answer.

The car you now own is one of three that I owned around 1975/78. Two of these cars were owned by a chap called Brian Baker who sold them to me including your car which he campaigned in club races around the U.K. the second car being a spare.

To my knowledge he did not have a great time with the car or win any races.

When I aquired the cars neither of them had chassis plates and when I sold them on they still did not have chassis plates. Your car was sold to a dealer, Chris Stewart in the U.K. The last I heard of it was that it had gone to Germany.

I have some action shots of the car being driven by myself during 1976/77 and will try and get some copies made for you.

I am afraid that I can't say that even running in Post Historic races that the car won anything except a reputation for being very fast indeed and handling like a dog on corners.

We tried everything to get the car to handle at racing speeds, at 9/10ths it was O.K. but at racing speeds it just understeered off all circuits.

The car already had modified pick up points for the rear top links about 3/4" lower than the original brackets and were used in an effort to make it handle.

The chassis had been slightly modified and strengthened by the addition of longitudinal tubing running forward from the top trailing arm pick up points through to the vertical forward tubes. I gathered at the time that the car was used by Lotus to develop a 2 Litre variation of the 23B that would explain tubing which is not on any other 23Bs that I have seen, or any drawings of the 23Bs.

Cont/.....

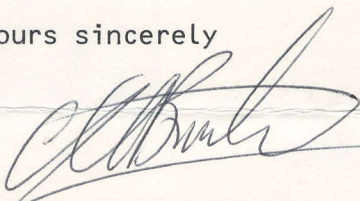
Cont/.....

The car I notice has still got the Ali sponsors and side covers plus the front fibre glass body made and fitted by me. The rear section is not the same.

I will get back to you again when I receive the prints.

Happy 9/10ths motoring.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Allan O. Brownlee', written over a horizontal line.

Allan O. Brownlee, M.Inst.T.T.

CONTINENTAL MOTORS

December 19, 1989

Mr. Allan Brownlee
3 Norwich Union House,
Bakers Road,
Uxbridge,
Middlesex, UB8 1RG

Dear Mr. Brownlee:

Thank you for your letter of November 20th with regards to the 23. I appreciate you looking for the prints and maybe this will help identify the car.

Do you know where I could contact Brian Baker so that he may help me with some of the origin of the car? This may be helpful in my endeavors to authenticate this car.

I hope you had a nice holiday and look forward to hearing from you again.

Sincerely,

John F. Weinberger

td



BENTLEY



CONTINENTAL MOTORS

August 15, 1989

Mr. Peter Denty
Mill House E. Wrethan
Near Thetford
Norfolk IP2419S
England

Dear Peter,

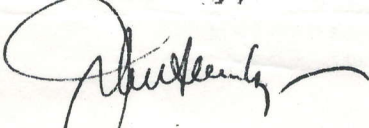
If you recall I phoned you about 30 days ago with regard to the 23B (F.I.A. paper attached). I have received almost no information with the car other than the attached papers.

I would appreciate a letter from you as to your knowledge of this car and where it came from. I was told that it possibly could be one of seven Lotus Team Cars in the early sixties. I have written to Tony Hildebrand but I have not yet received an answer.

Could you provide me with the whereabouts of Alan Brownlee who seems to be the oldest known owner of the car? Also, the address and phone number of Geoff Richardson Engineering, who claims to have provided the motor in this car.

Anything you can provide as to how the number on the car became 64-206 would be appreciated.

Sincerely,


John F. Weinberger
President

enclosures: F.I.A. copy
engine specs



BENTLEY



December 20, 1989

Mr. Peter Denty
Millhouse-East Wretham
Near Thetford
Norfolk, England

Dear Mr. Denty,

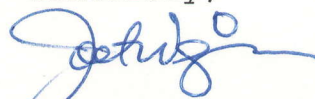
My father and I have recently purchased a Lotus 23 that I believe you are familiar with. It is a car once owned by David Hodgkinson, bearing the identification number 64-206.

I had the opportunity to test this car in late September at Road America in Elkhart Lake, Wisconsin. The car ran quite well. Unfortunately, one of the stub axles broke after one of the rubber donuts let loose during the qualifying session. (I still qualified 3rd!)

It is my understanding that you are a well-respected supplier of this type of stub axle. Would you be so kind as to send or fax me information about how I can purchase this item from you?

I have also recently spoken with Mr. Peter Bennett of Cheshire Classics. He said that you believed the 23 that we now own to be more original than most 23's racing today. Is this true? Do you have any insight as to why this car does not have a chassis number? Do you perhaps know what chassis number this car may have been? Any insight, information, or contacts that you could give me to help me track the history and authenticity of this car would be greatly appreciated.

Sincerely,



Joel Weinberger
Continental Acura
2110 Odgen Avenue
Lisle, Illinois 60532
FAX# 708-960-2658

PETER J. DENTY (RACING)

Telephone
Great Hockham 529
(STD 095 382)

MILL HOUSE
EAST WRETHAM
NEAR THETFORD
NORFOLK.

CONTINENTAL AXLE

tried to

*fax - would not
go through!*

21 December 89.

DEAR JOEL

THANKS FOR FAX CONCERNING YOUR 23.

VERY BRIEFLY - REAR AXLE SHAFT AVAILABLE EX-STOCK
AT £200.00 + CARRIAGE - SUGGEST I SEND U.P.S
ON RECEIPT OF YOUR CHEQUE + ORDER - YOU PAY
SHIPPING COLLECT. I ENCLOSE A CURRENT PRICE LIST
FOR PARTS AVAILABLE - 90% EX STOCK. YOUR LAST
COMMENTS ABOUT THE AUTHENTICITY OF THE CAR ARE
ABSOLUTELY CORRECT - I WILL CHECK DIARIES + NOTES
AS SOON AS POSSIBLE - BUT I BOUGHT THE CAR
FROM MR. ALAN BROWNLEE (LONDON ENGLAND) IN THE
EARLY 80'S LONG BEFORE 231 BECAME DESIRABLE)
VALUABLE / AND DEBATABLE ORIGINS! THE CAR CAME
FITTED WITH A LARGER TITAN NORMAL CHASSIS TAG ON
THE DASH. WE SOLD THE CAR TO MR HODGKINSON WHO
HAD IT REBUILT - NOT BY US - ALTHOUGH I DID
SUPPLY QUITE A LOT OF PARTS. ABOUT 1984 PERIOD!

IN HASTE - CLOSED OVER THE HOLIDAY PERIOD UNTILL
2/1/90 REGARDS PETER.

N. J. HALLIDAY
21, St. Albans Avenue
LONDON
W4 5LL.



Dear John,

Thank you for your letter dated 17th July concerning your Lotus 23.

I have copies of most of Lotus Components / Lotus Racing Sales Records and have 131 Lotus 23 sets of details.

Firstly whilst I do not have every Lotus 23 frame number entry I do not believe that 64-203 is from a Lotus 23. Most of the Lotus 23 frame numbers are AM . . . or AM . . . In any event the Lotus chassis plate should be stamped up 23/S/?? etc. the later cars may have stamped 23/S2/?? on these plates. 64-203 is more likely a frame number from Lotus or maybe of Progress manufacture and means 1964 number 203. The puzzle is 203 as Lotus 22s which use this system did not go this high in numbering — in fact only Lotus 51s & 61s did!! The only other

possibility is that this chassis was a later replacement chassis.

Your # 11 is I believe part of a longer frame number and could be

AM 11? — perhaps you can scrape the paint away: Sometimes accident repair welding poorly obliterates these numbers.

As regards other versions — Yes
1 23 was built in 1965 with a special chassis to take a 2 litre BRM. I may be able to cross reference if you can tell me more — do you know gearbox type when new, colour scheme of body — wheels & their colour.

Moving said that the 23s were built in S1, S1A and S2 versions, there were several cars with special chassis, or lightweight panel or lightweight chassis or stiffened chassis.

They were also built or supplied with 1100cc 1500, Climax, 1425, 1475, Twin Cam 1000 and even a Ferrari V6 engines "some were supplied with engine."

Incidentally do you know who W. SCHATZ is — is he an American driver/entrant of vehicles in the 60's I look forward to hearing from you Nigel Halliday