September 2018

Chunky's Chatter



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



Inside this issue

- Two Combined Sports Car Association reports, and Lotus is leading
- Lotus dominant at the Targa West Tarmac rally
- We remember Ronnie Peterson who died 40 years ago

Club Lotus Australia
September 2018

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

Contributions from members are most welcome however the club accepts no responsibility for the accuracy, reliability or opinion of any article or correspondence within the publication.

The Club's financial year begins on 1st January each year.

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COVER PHOTO: A good rollup for the August Tyre Kick & Coffee at Gough Whitlam Park in Tempe. Thanks to Evan Jones for this Photo

NSW General meetings are normally held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 15th May
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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

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.

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Presidents prattle
With Ashton Roskill



Hi everyone,

Well, it's spring! How did that happen so fast? Good news is that that means the days are getting longer and a bit warmer, and there are less excuses not to get the car out! So come along to Tyre Kick and Coffee in two weeks time (16th September) to celebrate the start of the car-driving season with us! Location is Gough Whitlam Park, on Bayview Avenue in Earlwood. The club will even buy you a coffee and an egg and bacon roll if you need some added incentive to get out of bed on a Sunday morning!!

The main reason I am late writing this is because we had the club Committee meeting yesterday, and I wanted to make sure I wasn't missing anything in this note - actually, that's stretching the truth a bit, really I am just at the end of two weeks of chaos - but the Committee meeting did highlight a few important points; 1/. Motorsport continues to thrive and grow as a staple of our club (CSCA, Targa's, NSW Supersprints, Historic racing through GEAR, FOSC and HSRCA etc.); 2/. The club is in fine health financially (thanks Greg!) and we have a growing membership base (well over 300 members including associates) and 3/. We will be gathering up in Queensland next April for Lotus 2019, and then NSW will be picking up the baton for 2021. So we need to start planning for that.

The other reason I am late is that Giles and I spent the week before last in Alice Springs shaking down Gidget, the Austin Healey 100/4 we have built for Peking to Paris next year (2 June-7 July). We took her to run in the Central Outback Trial to find out how she copes with dirt roads. The answer is that she coped brilliantly; driver and navigator need some work however! We managed to throw away a promising second place on the last day, and ended up in eighth place from a total of 28 cars, although by the end of 7 days of competition, there were only about 20 left in contention! However, Gidget is strong, dependable, handles really well on both dirt and tarmac (particularly considering the design is deliberately pretty agricultural) and got us through the event without a murmur. So now we will fit a roll bar, sort out clearances on the wheel arches, and start to pack in earnest - we need to lighten the load considerably!! While there it was lovely to catch up with possibly our most remote member, Randall Holmes, and also to meet one of only three Lotus owners in Alice, Paul Guerin, who has a left hand drive Lotus Cortina - a beautiful example in Concours condition. Many thanks to both of them for the pit support provided, particularly the removal of copious amounts of red dust from the car each evening!

This month is particularly busy, with Targa Great Barrier Reef happening as I write this (and Lotus are prominent in all the rankings, so well done to everyone up there!), round 6 of the CSCA sprints next weekend (8th) at Eastern Creek, Tyre Kick and Coffee and the Lugarno Lions Spring Festival on 16th and then both the All British Day (23rd) and the HSRCA Spring Festival (22nd/23rd) on the last weekend.

Don't forget there is a drive and lunch day on 7th October being organised by Tom, heading out to Mt Tomah Gardens on the Bells Line of Road; meeting point is the Shell petrol station on the road into Richmond by the RAAF base at 10am. Unfortunately Mrs R and I will be in Sri Lanka then, bit this is a day not to be missed - the Bells line of Road is made for Lotuses, and Mt Tomah gardens are delightful in the spring.

November's highlights include the next SSC LOTD track day, being held at Philip island and supporting the Australian Production Car Series round over 2-3 November, and then Targa High Country the following weekend (9-11) - I'm hoping to be able to find time for both, but certainly won't miss the opportunity to drive PI - it has to be the best long circuit in Australia.

Before we know it, it'll be time for our Christmas Party, AGM and celebrations of 70 years of Lotus on 2nd December. More details within, but the club is subsidising the hampers for lunch, so make sure you confirm with Tom and Elliott in plenty of time so we can get the catering right.

I look forward to seeing you out there. In the meantime, keep it right side up and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Hi everyone and welcome to the September issue of Chunky's Chatter and you can quickly tell it is going to be a very busy run up to Christmas time and an even fuller next year. Firstly let's mention the Christmas party. Everything came as a bit of a rush at the end here so we have combined the 70th Anniversary of the first car built by Colin Chapman, the CLA (NSW) 2018 Christmas Party and our Annual General Meeting. 70 years ago Colin Chapman at age 20 started building cars, firstly at the garage at the back of his girlfriend Hazel's parents' house, then in a proper workshop owned by the Allen brothers and finally four years later, setting up as the company, Lotus cars, in the storage shed behind his dad's pub The Railway Hotel at Hornsey. So, in effect this 70 anniversary is the commencement of a range of milestone dates that will follow the history of the little cars we love (and occasionally hate!!)Now as you can see on page 13 the Christmas party is not to be missed. This year with some really great tucker in the form of a delicious hamper for everyone. And speaking of tucker, don't forget our run to the Blue Mountains is only a month away. We will be dining at the Potager Restaurant overlooking the magnificent Blue Mountains Botanical Gardens.
Also on the subject of tucker, or more correctly Tucker, read the fascinating story of Preston Tucker who like Colin Chapman, started building cars 70 years ago (page15)
Lastly our annual pilgrimage to the Kings School for what must be the best display of British cars ever assembled in Australia If you have not got your free ticket, be in contact with Evan Jones immediately. And remember arrive before 9.00 and leave after 3.00pm.
That it from me
See you at Kings
Tom

How do I get to the Christmas party?

Email Club Secretary Elliott Nichols with your names (Partners, guests and children)

(enicholls@clublotus.com.au)

Do a bank transfer to the CLA account for $24.00 per adult and $10.00 per child to (Account Name) Club Lotus Australia Inc. BSB 633 000, Account No 144279056 description XMAS Surname.

And do it before November 2nd More details Page 14

How do I get to the Mt Tomah Lunch?

Email Tom Devitt with your name and the names of your guests (t.devitt@bigpond.com**) Before Monday 1st October**

Be at the Shell service station at Clarendon at 10.00am on Sunday 7th October More details page 13

How do I get to the all British day at the kings School?

Email Evan Jones (evanj@optusnet.com.au**)**

But do it now!!!

Be at The Kings School 82-129 Pennant Hills Road, North Parramatta, on the 23rd September before 9.00am More details Page 22

CSCA Report: Round 4: 11th August 2018: Sydney Motorsport Park: GP Circuit

The Wooden (aka Morgan) Round

From the CLA Motorsport committee

The 11th August dawned clear and cool, but that wasn't a turnoff to get quite a number of 'super sprinters' to Sydney Motorsport Park before 6am to grab as many carports as possible due to the limited number at this event. The Morgan Club always put on a great day – over 60 volunteers were there to assist and mostly the day went smoothly.

The "Grand Prix" circuit always attracts an increased number of entrants, as it's rare for club motorsport to get access to the 'old circuit' – and what a great circuit it is. Smiles, smiles, smiles were the order for most of the day.

Group 1 was a virtual CLA lockout with 12 of the 16 runners, CLA members and it was a great to see with competition within the group – this was split across 4 classes, showing the competitiveness of our Lotii across all the field.

Duncan Andrews (DM4) despite the 'flu set the fastest time of the day with a 1:42.4, 5th overall fastest of the day and the fastest non-open wheeler – a great result. Tim Mackie (R1) was a close second in the CLA stakes with a 1:44:4 – a PB I believe. This was followed closely by Stephen Wan, DM4, (1:45.08) and then Martin Duursma with an almost identical time in the Green 430 Cup. Despite a teething issue or two the Green Machine continues its rise and boy does it sound great ! Leigh Fuller chimed in with a 1:46.1 – only for a slipping clutch to end his day after 2 laps.

Syd Reinhardt (R1) continues his form with a 1:48.6, luring a number of younger punters into believing that they have his measure – only for Syd to show them a clean pair of heels.

The ongoing battle and mentoring between Rex Hodder (DM2) and Liam Sheppard (DM4) continued, closely followed by James Kinghorn. Rex and Liam were at all times not much more than a few lengths about and pushed each other hard – each time a session finished, big smiles and de-briefs were had between the two – which led to Liam (1:50:3) pipping Rex (1:50:5) by 0.2 sec in the last session of the day. A general punter on the roof was heard to say, 'it's worth coming, just to see these two battle it out nose to tail.'





Peter Deller, bought his Commodore home with a 1:51.4. James Kinghorn (DM2) continues his fine form with a 1:51:2, an awesome time for what is a standard S1 Elise.

Dave Mackie started strong, but that pesky drive shaft halted his progress – much effort was put into the said shaft to go back on the spline, but with no luck – it may subsequently get used for a trophy of sorts!

Kyle (Doc) Lange (DM2) bought the S1 Elise home with a 1:53:3, with no issues. Gino Valdes (DM4) did a 1:53:7, was followed closely by Terrence Waugh (R1) with a 1:54:8 in the resplendent Banks Europa, followed closely by Keith Edwards in the Audi RS3 (1:54:8). Denis Brady put in a solid performance with a 1:59:1 in 2004 Elise.

Under 2 minutes was the target Mel Valdes aimed for and she nailed it with a 1:59:8! Mel was ecstatic – as were the rest of the CLA who gave her a big cheer on this great time. Well done Mel!

For the first time a EV ran at an event with John Deller setting a time of 2:03:2 in the Tesla – hopefully John was happy with that time. It was a first to hear a car go flying down the main straight with only tyre and wind noise announcing its arrival.

Unusually Len Goodwin, only set a few laps as the Elan couldn't shake a misfire, which halted its progress for most of the day.

Overall a great day was had by the CLA team and now onto the next event in two weeks.

Until next time.

CLA Motorsport committee

CSCA Report: Round 5: 25th August 2018: Sydney Motorsport Park: North Circuit

The MG Round

By the CLA Motorsport Committee



Rain was forecast for the entire week leading up to the MG Car Club Sydney's round of 2018's CSCA sprints, which gave us ample time to mentally prepare for a wet day of sprinting.

When Saturday the 25th of August dawned we awoke to rain, some torrential, for the drive in to the circuit. However, the hearty souls who braved the journey found themselves at a grey, cool and entirely dry and pleasant Sydney Motorsport Park. Good for the drivers and great for the cars – particularly those with forced induction!

Lower than usual numbers meant competitors went out in smaller groups. This meant that early on in the day session times could be increased so that up to seven laps of the Druitt/North layout could be completed in one session – unheard of at SMSP.

Once again Club Lotus Australia and their collective Lotii where the largest club represented on the day. All of the usual super-sprinters were present, with the exception of those that had their steads on the way to Far North Queensland for the inaugural Targa Great Barrier Reef.

It was great to welcome back Barry Mather to the CSCA ranks. It has been five or so years since Barry last competed at a CSCA event and, while his car has changed series and colour, Barry's lost none of the pace and good humour – great to see you again Barry!

So, on to the competition!

Group 1 was an all-Lotus affair with the addition of a Juno (aka the Pack of Cards). All Lotii ran well and a number of personal bests were set. It was also great to see no issues cropping up during the course of the morning!

Duncan Andrews lead the field and set the fastest lap of a 1:08:8, heading DM4 and also setting fastest marque car of the day. Great work Duncan!



Duncan was closely followed by Leigh Fuller, whose new clutch had more bite than jaws (last pun I promise). Leigh set a 1:10:0 and headed DM5. Great time and I believe a PB by the Yellow Exige CR.

With the Exige's 'spline' mated, Dave Mackie set a 1:10:3 with no issues and was the fastest car in R1. He was closely followed by Barry Mather, who put in a 1:11:3 despite having not driven the track in this configuration before – great result. Unfortunately, the Green S1 Elise shook its 'booty' off a rear drive and covered the wheel arch with grease and was retired around lunchtime.

Gino Valdes set a stunning time of 1:13:8, a PB, and had a grin from one side of the garage to the other. Brendan James closely followed with a 1:14:1 and was a happy camper with a PB.

The ongoing battle and mentoring between Rex Hodder (DM2) and Liam Sheppard (DM4) continued unabated from



the previous round. Liam took the Lotus mantra of 'Just add lightness' to a new level by turning up the dummy grid sans helmet and HANS, which was an effective strategy for weight loss, but not for safety. After an eager sprint back to the garage, he returned to the applause of the entire dummy grid. Throughout the day the call of "Liam don't forget your helmet" was heard even as he headed off to the loo. Regardless, Rex and Liam were no more than 0.1 sec separated all day until the last session when Liam put in a personal best time of 1:14.1 to Rex's 1:14:6.

Brett Stevens (1:14:99) and James Kinghorn (1:15:2) battled closely all day with some spirited driving and competition – PBs set by both. Craig Sheppard followed with a 1:15:8, a BP and narrowed the gap to Liam, who Craig shares the car with.

Peter Deller (1:15:9) followed in the Commodore, closely followed by Stephen Alcorn with a 1:16:5. Steve's tyres had seen the 'better side of life' some events ago, so it was a great time considering the shape of the 'boots' (Not Barry's mind you!)

Keith Edwards (1:17:6) continues to charge hard in the Audi RS3, as did Colin Rudd who continued to improve every session and set a 1:18:0. Great to see new participant Colin having fun and developing his skills.



Drum roll… 1:20 was the target and that was smashed with a 1:18:9, a PB and the Fastest Marque Lady Driver of the day. Well done Melanie Valdes! Mel's driving just continues to get better and better – watch out Gino!

A great time was had by the CLA crew and it was great to see Mike Basquil and Angus Mackie cheering on their chargers.

So now it's onto the Sprite round at the SMSP South Circuit on the 8th September – see you all there and … LIAM, DON'T FORGET YOUR HELMET!

Until next time,

The CLA Motorsport Committee.

LOTUS 2019



QUEENSLAND

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25-28 April 2019



Concours, awards dinner and accommodation at Mantra Mooloolaba Beach

Enjoy the wonders of the Sunshine Coast and a delightful hinterland run

Optional Speed and Happy Lap events at the famous Lakeside Raceway

Bookings will be live soon. More info at:
www.lotus2019.com.au



Mantra Mooloolaba Beach is right on the waterfront and on the doorstep of Mooloolaba's best restaurants, cafés and shopping. Step out of your front door and you're on the Esplanade and in the thick of it all. The resort is equipped with an observation deck leading onto an outdoor pool, spa and gazebo, a sauna and a fully equipped gym.

It's been a long wait since the magic Lotus 2017 in Victoria, but it's nearly time to get the gang back together for our biennial celebration. Lotus 2019 will be hosted by Lotus Club Queensland & see the national Lotus community gather in the beautiful Sunshine Coast from April 25 to 28 for social events, car runs and motorsport.

The event will be based around the Mantra Mooloolaba, with activities held in the Sunshine Coast, including a Concours d'Elegance, magic Hinterlands fun run, and speed and happy lap events held at Lakeside Raceway.

Proceedings will open in relaxed Queensland style on Thursday the 25th of August, (Anzac Day) with drinks on the Mantra Terrace followed by a barbecue welcome dinner.

A track day will be held at Lakeside Raceway on Friday the 26th, with barbecue breakfast and lunch provided. If you're not feeling so inclined, Friday will be a relaxed day with a lunchtime gathering. After the day's activities everyone will gather at the Mooloolaba Surf Club for dinner.

Saturday sees the event kick into top gear, with the spectacular show 'n shine and Concours d'Elegance held at the Mooloolaba State School Oval. There we'll enjoy a picnic lunch by the lakeside at the Mooloolaba State School. From lunch we'll set out on the fun run to explore three optional Hinterland routes, followed by drinks, canapés and dinner at the Mantra.

On Sunday, it will be time to prepare to go our separate ways. The option of a tour of the Bowden's Museum in Buderim is being explored.

Further details will be made available shortly, as will registration for the event. For now, head to the Lotus 2019 website to register your interest, and take some time to explore www.lotus2019.com.au for more detail and the most up-to-date info. If this technology is all to daunting there is a booking form at the end of this newsletter.

Autostrada Lotus Dominates Class at 2018 Targa West Tarmac Rally

by: Paul Lombardi, Dealer Principal, Autostrada

photos: Tim Barrington



Lotus, a name synonymous with motor sport, has returned to the winners' dais with the Autostrada Lotus team placing first outright winner of the Challenge Modern class at this year's Targa West - Perth's premiere tarmac rally.

The team, consisting of 18 year old driving sensation Nick Mitic and the experienced Geoff Duckworth, stepped up to the Challenge Modern class after an introduction to tarmac rallying at last year's event, and convincingly won their class by over 6 and a half minutes.

This year marked the 14th running of the Make Smoking History Targa West, consisting of 242 km of flat out competition held over 30 stages and showcasing some of Perth's most iconic roads. In only his second rally ever, and still driving under P Plates with a 130km/hr speed restriction, Nick Mitic was able to pilot the Lotus Elise to fastest time in 24 of the 30 super stages.



Nick Mitic and Geoff Duckworth win the Challenge Modern class at Targa West

A highlight for Mitic was recording the equal 3rd fastest time overall for super stage nine - the climb of the Kalamunda Zig-Zag hill where the Lotus Elise finished 2 seconds faster than the time of the Porsche 996 driven by outright winners Peter Rullo and James Marquet.

"The Lotus is so well suited to the city stages, it was a lot of fun, I still can't believe it," said the 18-year-old P-plate driv-



18-year-old P-plate driver in his second attempt at any sort of rally competition.

"Geoff has been a phenomenal co-driver and the Lotus has not skipped a beat. It felt like such a long way to go four days ago and it was a full on event but really awesome, this just feels surreal. I'd definitely like to do more rallies in the future," Mitic said.



Driving what is essentially a stock standard 2017 Lotus Elise 220 Cup, the team were able to demonstrate the capabilities of the Elise to compete with the highly modified vehicles in the Competition Modern class. In selected stages the Lotus recorded equal 3rd, 4th and 5th fastest times overall, matching the performance of the Porsche 996 Turbo, Mitsubishi Lancer Evo, Ford Focus RS and Subaru WRX.

Day trip to the Blue Mountains with Lunch

Sunday October 7th

Meet at Clarendon at 10.00am

OK sleepyheads. Since daylight Savings starts on the 7th October, to allow you to properly acclimatise we will start our run from the Shell Service station outside of Windsor (Clarendon actually) at 10.00am the a leisurely drive (adhering to the speed limits at all times of course) via Richmond, Kurrajong and Bilpin for lunch at The Potager restaurant overlooking the Blue Mountains Botanical Gardens.

This will be a great opportunity to get out and get the mild Spring breezes in your hair.

Read some of the reviews from TripAdvisor below:

I came here on the public holiday with my partner for lunch. The food was fresh and delicious and the view was beyond words. The staff was friendly and attentive. The coffee was great, the food was delicious and I would definitely recommend the apple pie for dessert! I could not fault my experience and will definitely be returning. Special thanks to Joe for making our experience sensational.

The views of the Blue Mountains are beautiful and the air crisp and clean. The sirloin was very tender and bursting with flavour. The truffle butter took it to a whole new level. The side salad was very good. Pear and coleslaw like vegetables worked together very well. Prices are on the low side, especially for such good food.

Beautiful view, very nice decor, friendly staff, we were lucky to be able to walk in, people after us not so much- make sure you book beforehand if would like a guarantee a table. Food wise, nice presentation, good menu selection from barramundi, cheeseburger, pasta, pie to steak, with sides and dessert. We had Barramundi and Chicken and mushroom Pie. Nice flavour (seasoning could be a touch more?). Delicious apple juice freshly made from Bilbin didn't disappoint. Recommend it, and we'll be back.

Come in convoy or meet us there but bookings are essential
Call Tom Devitt on 0417 295 549 or email t.devitt@bigpond.com

We need to tell the Restaurant the numbers of people coming so I must close the bookings on Monday 1st October



2018 Club Lotus Australia Christmas party plus 70th Anniversary celebrations Sunday 2nd December

Also including our Annual General Meeting

In case you hadn't heard, Lotus turns 70 this year and to add to the worldwide celebrations CLA (NSW) are having their very own 70th Birthday party to coincide with the annual Christmas party

So, on the 2nd December we return to the Lane Cove National park for our legendary Christmas party and this year combined with the Lotus 70th celebrations. This time everybody gets a fabulous food hamper for lunch,

Just how good is this!!
Your hamper contains,: Australian prosciutto, truffled sopressa, honey glazed ham off the bone with home made pickles & marinated olives (GF)(DF), Sonoma sourdough baguette - sliced
Special petit tarts with pumpkin, kale, hummus, feta, preserved lemon & dukkah, (N) (V).
Avocado guacomole & hummus with baby Dutch carrots, Q sticks, kale, beetroot, sweet potato crisps & sumac roasted flatbreads (V). Sourdough baguettes with panko crusted chicken, tomato, basil, superfood slaw , lime aioli & mixed leaves. Duo of Australian brie & cheddar with poppy seed lavosh & gourmet spiced apple & date chutney. Brownie, mini (GF) (N)
All plates, cutlery & napkins required to enjoy your hamper are supplied.

The club will be subsidising this fabulous feast so the cost is a measly $24.00 per person.

To come to the party and ensure your hamper, you need to do 2 things. Firstly email Elliott Nicholls with your name and the names of partners, guests children etc. (Domestic pets are not allowed in Australia's National Parks).

Secondly do a bank transfer to the club for $24.00 per adult and $10.00 per child to The Club Lotus Australia Inc. (Account Name) BSB 633 000 Account No 144279056 description XMAS Surname,

So for instance my deposit will be for Donna and myself and will be for $48 to XMAS Devitt.

See, easy peasy.



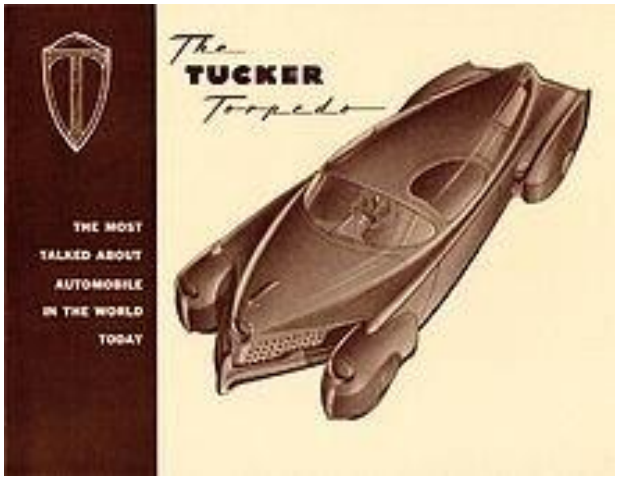
We need to know final numbers before November 2nd. So don't leave it too late, in fact, do it now!!
These are always great days!!

Like Lotus, the Tucker car company turned 70 this year but sadly did not last into the 1950's

This is the story of an automotive trailblazer who just didn't get the right breaks!

Preston Tucker from an early age was fascinated with cars. As a young man he started making money selling luxury cars but was appalled at the stogie, almost pre-war rubbish that the big 3 car manufacturers were offering. At that time, one of the luxuries he allowed himself was to go to Indianapolis every year. He quickly formed a friendship with Harry Miller the renown Indy engine builder and eventually the 2 of them built a racing car for the Indianapolis s race. Lack of time to test it meant that the 3 cars they entered did not last the race.

About this time he heard that Holland, fearing a German invasion, were looking for a fast agile armoured vehicle. Preston came up with a rather innovative gadget sporting a 260degree rotating turret equipped with a fast firing machine gun. The fact that a Miller engine powered this contraption meant that it could reach speeds in excess of 100 MPH. Sadly, Hitler invaded Holland before Tucker could show the Dutch army his invention.



The 1947 Tucker Torpedo brochure, This concept drawing includes a centrally positioned steering wheel, doors that wrap up into the roof, and front mudguards that turn when the car is cornering. None of these features reached production.

He then took it to the US Army but they were throwing all of their efforts into the Jeep and were not interested. The US Navy were however interested especially in the machine gun turret and bought this invention for their PT boats. As a result, Tucker spent the war building ships.

After the war, Preston commenced on the path to fulfil his life's dream, to build his own car. In Chicago, he leased an old Dodge plant used during the war to build engines for the B29 Super fortresses and after a bit of a tussle with authorities managed to commence designing and building a prototype. For Preston Tucker, this was to be a car like no other ever made. Safety was one of his prime considerations. He put the steering mechanism behind the front axle so that the driver would no longer be lanced by the steering column in an accident. Additionally he held the patent for the collapsible steering column. He kept the footwell area as a crash proof cell so in those pre-seatbelt days the driver and passenger could simple roll onto the floor area when the inevitable out of control juggernaut came hurtling at them. As well as this the windscreen was made to pop out in the event of an accident, the centre headlight swivelled in response to the steering wheel and for better traction the engine was mounted in the rear. The original design also called for Magnesium wheels, 4 wheel independent suspension using a rubber torsion tube, disc brakes, fuel injection and a padded dashboard. Additional safety features included a perimeter frame and an integrated roll bar. The glove box was part of the passenger's door so the footwell area was completely



The Tucker 48, the final production car



A young Preston Tucker

free of obstruction. Additionally, the doors extended into the roof area to make entry and exit easier. Another idea before its time was to construct the complete engine and transmission unit so that it could be removed by undoing 6 bolts. This he reasoned would enable lightning quick servicing since the units would be able to be swapped in under 30 minutes

The engine was always going to be a stumbling block initially a terribly complicated flat 6 called the 589 with oil activated valve system and high voltage electrics. After wasting almost a year trying to get it functioning he finally admitted that it was just too complicated to work. He then tried to use Lycoming aircraft engines but these proved to be too big to fit inside the allocated engine space. Finally he then found that the Franklin helicopter engine did the trick. However it was air cooled and was never going to work in the car so he converted it to a water-cooled system. For the transmission he used, as an interim measure, the Cord-Auburn Bendix unit with the "Electric Hand' electro vacuum shifting mechanism. This allowed a gear to be selected on a small hand unit but not engaged until the clutch was depressed

When he sold stock in the company he managed to get $17 million and when this was not enough, started selling accessories for the cars he had already sold (but not yet built). The accessory business got him another $2 million. The car was to be called the Tucker Torpedo, but was actually called the Tucker 48

By now people were clamouring to see the car and his investors were getting nervous. Finally he had busloads of them shipped into the factory for the great unveiling. But behind the scenes things were not going so well. The night before 2 of the independent suspension arms snapped under the weight of the car. The engine could not start under its own power so needed external power to get it going. For this reason Preston had the mechanics keep the car running so when it was eventually unveiled it was already overheating. Preston addressed the enormous throng of people whilst being the curtains on the stage, mechanics desperately tried to finish bits and pieces on the car. On and on Preston raved and the audience were beginning to get increasingly edgy. Finally he threw back the curtains and in a vaudeville like act this wife and colourfully dresses daughters did a jump and dance routine in front of the car. Somehow with all the clamour the audience neglected to realise that the overheated car was running like a pig on stilts and was boiling. All over the stage.

But even more trouble lay ahead when in 1948 the US Securities and Exchange commission started investigating the company. There was nothing for it, Tucker had to close the plant and lay off 1600 employees. During 48 and 49 the case went before a grand Jury and even though he was found not guilty by a jury in1950, it was all over. Everything was sold including the 51 or so cars that had been built. His reputation however was not completely wrecked and the Brazilian government persuaded him to move there and start up again. Sadly that was not to be, by 1956 he was dead from pneumonia as a complication of lung cancer on December 26, at the age of 53. Overnight the Tucker car phenomenon disappeared almost as completely as laudanum.

Years later Francis Ford-Coppola made a film of his life story starring Geoff Bridges. Instantly the value of a Tucker went from US$60,000 to US$300,000. Today they fetch a little over US$2 Million each. Of the 51 built all of their locations are known, most of the in the USA but 2 in Japan and one in Melbourne .

Tom

Quokka Talk

by: Steve Pretzel

August sure was a busy month for Lotus owners in WA.

The Speed Event Series at Barbagallo, followed a week later by the CAMS Club Challenge Hillclimb, followed a week later by Targa West, followed by our monthly Meet'n'Eat' and culminating in the monthly Early Morning Run. For when too much Lotus is never enough!



CAMS Club Challenge - Alan Watkins hangs the tail out up Jack's Hill - photo CMR Photographic

Speed Event Series – Round 9

Lotus drivers had a great day in the Production Sports class, taking out 1st, 2nd, 4th and 5th places. Graeme Martin took the gold in his S1, just pipping Kevin Fitzmaurice (also in an S1) by 0.3 seconds. Just missing the bronze was Steve Pretzel in his S3, closely followed by Vicky Rowe in her Exige V6.

CAMS Club Challenge



CAMS Club Challenge - rugged up on a cold and windy morning - photo Steve Pretzel

After last year's effort, where the Lotus team came away with a cheque for $800 we again had high hopes for the CAMS Challenge Hillclimb. Two Lotus teams competed on a grey, windy and very cold day, and despite Andrew Graham winning Class: 4A (Production Sports under 2000cc) and Steve Pretzel finishing second in Class: 4B (Production Sports over 2000cc), our top team finished only fifth on the day.

Targa West – Challenge and Tour

Lotus made quite an impact on this year's Shannon's Targa West, with

the Autostrada entry of Nic Mitic and Geoff Duckworth winning the Challenge Modern Class and Targa Tour entries from Gavin Schutte / Preston Adams and Vicky Rowe / Ellie Hamilton well on the pace in the non-competitive Tour category.



EMR - Lena's Lotus had plenty of admirers - photo Steve Pretzel

EMR to Pinjarra

After last month's wintry weather the sunshine made a welcome return for our August EMR. Ten Lotus Elise's and Exige's congregated at the Guildford Railway car park for our morning trip, led – again– by Eddie Lankhorst. The run this month was supposed to have been led by Steve Pretzel, but with 10 demerit points Steve was understandably nervous about being at the front of the convoy, so Eddie stepped in. At some point Eddie probably will head over to Melbourne, but he's currently having more 'farewell tours' than John Farnham!

New to the group this month were Lena and Adrian Rossides in Lena's sparkling red new 220 Sport, and Allen Russell giving his recently acquired Exige V6 its first (for him) country miles. Welcome, fellow Lotus enthusiasts – we hope you enjoyed your drive!

The 215km route followed the edge of the Darling Scarp, taking in the Canning and Serpentine Dams before swinging south through Dwellingup and on down through a seemingly endless series of sweepers to Waroona, then heading north to Pinjarra for brunch at the famous Pinjarra Bakery.



EMR - the sunshine returns - Serpentine Dam - photo Steve Pretzel

En route we stopped for the obligatory dam photo, then a little further on Mike Hamilton stopped the convoy before an underpass tunnel and filmed ten buzzing Lotus at full throttle, bouncing off the rev-limiter as we powered up the hill and through the tunnel. Ah Larini! Ah, Tubular! Music magnifique!



State Speed Event Series - Class winner Graeme Martin - photo Steve Pretzel



State Speed Event Series - Too much air in the rear_ - photo Steve Pretzel

Nurtured by the sunshine, invigorated by the great roads, and nourished by the meat pies, we all took various routes home.



Targa Tour - the Lotus duo ahead of a flock of Porsches - photo Gavin Schutte

40 Years ago this month, twice runner-up to the World Formula 1 championship, Ronnie Peterson lost his life



On Sunday September 10, 1978 Ronnie Peterson was involved in a horrific accident just seconds after the start of the Italian Grand Prix at Monza. 300 yards from the start there was a huge coming together of cars. Peterson's Lotus 78 came into violent contact with another car, now believed to be James Hunt's McLaren. Ronnie's car was punched head-on into the guard rail and the front of the car was ripped off. Fractured fuel lines caused the car to explode into flames. The blazing wreck then careened across the circuit sending cars in every direction and subsequently crashing into one another. The race came to a chaotic stop. Hunt, fearlessly jumped from his car and diving into the flames hit Ronnie's seat belt harness release button and with the help of Clay Regazzoni dragged a barely conscious Peterson from the car. After a ridiculous wait, an ambulance finally arrived to take Ronnie Peterson out of the circuit then by helicopter to the Niguarda Clinic in Milan. Sometime later word came from the hospital that whilst both of his legs were badly broken he would eventually make a complete recovery. A few hours later, more news, this time not good. After a lengthy operation to reset his legs, matters were getting complicated. Bone marrow embolisms had got into his bloodstream. Early on the Monday morning he was 'in a deep coma' and just after dawn that day the news was released 'Ronnie Peterson was dead'.

Ronnie Peterson, it is said, gained his international recognition as a remarkable wet weather driver when, driving a Formula 2 race at Tulln-Langenlebarn in Austria, as the clouds rolled in, one of his knowing pit crew held out a tongue-in-cheek pit signal that simply read '**Ronnie Regn'** (Rain in Swedish) Once the track was wet, Peterson simply lit up the field winning as if in the dry. In fact, his skill at holding a car in balance was second to none. This often involved immense 4 wheel drifts and simply steering a car with the throttle. Keith Leighton a Lotus F1 mechanic recalls, "During practice at Silverstone in 1973, Jackie Stewart came running into the Lotus pits and said, 'You want to go and watch your driver come through Woodcote.' Ronnie had just gone out so I knew he was going to do four or five laps so we went haring down to Woodcote. Next thing, I'm watching him through Woodcote: completely flat, sideways. Stewart's raving, he has never seen anybody with that much commitment. To see a multiple world champion so excited, like a kid, was unbelievable. That was the ultimate compliment."

Nigel Roebuck editor of Motor Sport recalled "Ronnie was never a textbook racing driver, in the Stewart sense of the word, but rather one who could make a car dance to his tune, a man of consummate reflex and instinct. Rene Dreyfus once said of Tazio Nuvolari that understeer and oversteer were an irrelevance in his case; whatever the car's inclinations, it would do what its driver required. The same could be said of Ronnie Peterson.

In all truth, it was just as well, for Ronnie was a lamentable test driver. "He was amazing in that respect," Colin Chapman said. "You could change a car quite fundamentally — and he'd still turn in the same sort of times!

So you'd ask him how it felt different from before, and he'd say, `Ummmm, slides a bit more...' Where? At the front, the back, both ends? And he'd say he wasn't really sure. Made me tear my hair out. Then, of course, he'd go and put the thing on pole position, so you couldn't really get too mad with him..."

Peterson was at his best, Chapman maintained, when partnered with a supreme test driver, and it was fortunate that, in two spells with Lotus, his team mates were Emerson Fittipaldi and Mario Andretti.

"He'd mess around in practice, while Emerson worked on his set-up, then copy his settings and nick pole position from him! Used to madden Emerson, that, and you couldn't blame him."



40 years ago at Monza

Rex Hart, Peterson's mechanic for the 1978 season recalls, "Ronnie helped both Emerson and Mario win their championships but he was quicker than both of them," Rex smiles. "Chapman told us to put extra fuel in if it looked like Ronnie was going to get pole, or he'd bring him in for tyres, or for no reason at all. But Ronnie was such a good guy, good fun, and hardly ever moody. He'd signed as number two and that was that. Everyone loved him, all the lads, they'd work all night, every night, for Ronnie.

By the end of 1977, there were many who believed Ronnie's great days done. At Lotus he had excelled in 1973 and '74, leaving few in any doubt of his status as the fastest there was, but new Lotus 77 from Chapman failed to deliver for Ronnie so early in 1976 he returned to March. There he then spent a lackluster season in Ken Tyrrell's six-wheelers. The rumor that he just didn't have it any more, started spreading; he was pudgy and unfit, not the charger of old. Ronnie admitted that the spark was temporarily gone. "I got very depressed, and it affected me. It was another season wasted, and one I'd expected to be good." Then, he began talking to Chapman once more. "I looked at what Mario had achieved with the Lotus 77. That car was dreadful when I left, but he and Colin made a winner of it. Then I saw the 78 usually lapping me! and knew I had to get back there somehow. It was no time to be proud."



Ronnie Petersons Lotus 79 as it is today, restored by Classic Team Lotus

So, cap in hand, he went back to his old boss, and in the cap were sizeable cheques from a couple of sponsors. Peterson knew how Chapman's mind worked; knew, too, that his own stock was low.

Andretti did not initially welcome the idea of Ronnie's return, reasoning that it was he who had dragged Lotus back from the mire, and was now being asked to share the spoils of his work. "Tell me where it's written we need two stars in this team," Andretti whined, "When Peterson and Fittipaldi ran at Lotus together in '73, they won a bunch of races and neither won the championship. I don't want that to happen again. I've signed as number one, but I feel bad that Ronnie has to accept number two, because that's not what he is."

Eventually however, it ceased to be a problem. In their few months working together, their friendship became as firm and deep, and Mario admitted he had reckoned without Ronnie's absolute honesty: "Something, let's face it, you don't encounter often in this business..."

What the pair of them had in 1978 was the Lotus 79, the first true 'ground effect' car, and one unquestionably superior to the other teams. From early in the season, it became apparent that the World Champion would be either Andretti or Peterson, but the odds were squarely in Mario's favor, because Ronnie's contract required him not to beat his team mate. "A lot of people were very sniffy about that," recalled Chapman. "But Ronnie wasn't one of them. He knew damn well that Mario had earned the championship. Ronnie was a very great driver, but he owed a lot to Mario, and he knew it. It was Mario who made the Lotus 79 the car it was, and Ronnie benefited from that. He was a very honourable man."

So he was. In the first half of the season Andretti, more at one with the new car, usually won on merit, but by the time of the British Grand Prix Peterson's freakish speed was asserting itself. There he took pole position, on race tyres, while Andretti worked through nine sets of qualifiers in his attempts to match him. He retired from that race and the following German GP but on August the 13th he was victorious at the Austrian GP when, at a restarted race on a wet track Ronnie simply took the lead and disappeared from the rest of the field.

It was now becoming well known that he would be moving to McLaren for the following season but he remained dedicated and faithful to Lotus to the end. At the fateful Monza race he was having terrible trouble with his Lotus 79 so on race day started in a 78 whilst Andretti's 79 remained in top form.

Colin Chapman remembered "Ronnie wasn't cast in the popular image if a racing driver. He was a gentle quiet man who loved his family"

His beloved wife Barbro could not go on without him and died in 1987.

Tom



Ronnie and his beloved wife Barbro in happy times (well at least she looks happy!)

Got your pride and Joy all nice an shiny? then you need to show it off at the all British Day at the kings School

All British day at the Kings school Sunday 23rd September
82-129 Pennant Hills Road, North Parramatta,
Gates open at 7:00am, Display from 9:00am to 3:00pm.
Cost: There is no cost to you or your passenger if you enter, obtain a pass and display a vehicle.
To get a ticket for either or both events email Evan Jones with your car model, rego, number of people and a postal address that he can send the ticket (s) to .evanj@optusnet.com.au,



Ashton & Giles in practice for their Peking to Paris Rally next Year




Rotary Kiama and Gerringong
KIAMA AUTO EXPO 2018
Proudly Sponsored by Peoplecare
Supporting the Rotary Melanoma and Skin Cancer Prevention Program
SUNDAY 11 NOVEMBER 2018
9AM-2.30PM
AT KIAMA SHOWGROUNDS AND PAVILION KIAMA
So much to do and see for the whole family!
• DISPLAYS OF VINTAGE, VETERAN AND CLASSIC CARS AND BIKES
• DISPLAYS OF MOBILE HOMES AND LEISURE VEHICLES
• WORKSHOPS AND PRESENTATIONS ABOUT THINGS AUTOMOTIVE
• STALLS WITH AUTO SUPPLIES AND ACCESSORIES
• OFF ROAD REMOTE CAR EVENTS • CAR AND BIKE JUDGING
• CHILDREN'S ENTERTAINMENT • MUSICAL PERFORMANCES
• FOOD, REFRESHMENTS AND COFFEE AVAILABLE • RAFFLE DRAW
• FREE SKIN CARE CHECKS BY QUALIFIED MEDICAL PRACTITIONERS
We encourage Car and Bike Clubs to book early to secure a site for your club • no fee for display cars. Anyone wishing to have a stall site or display site also needs to book. Contact Bob on 4234 1336 or e mail kiamaautoexpo@gmail.com
ENTRY $5PP DONATION TO THE MELANOMA AND SKIN CANCER PREVENTION PROGRAM (UNDER 12s FREE)

Answer to last months "Now who Said That?"



Our reigning champion Anne Blackwood got this one, again! It was Niki Lauda



Niki Lauda and James Hunt in happier days

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is

"It was a very great honour for me to beat Jim Clark's record (as youngest world champion)

Winner announced September

And remember, the quoted person is mentioned somewhere in this newsletter!!

CLA NSW 2018 Diary

Month	Day Date	Event	Time	Location
September	Saturday, 8 September 2018	SCCA CSCA	8.00am	SMP South
	Sunday, 16 September 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 16 September 2018	Lugano Lions Car Show	8.00am	Gannons Park in Peakhurst
	Sunday, 23 September 2018	All British Days Kings School	8.00am	The Kings School Parramatta
	Weekend 22 & 23 September	HSRCA	8.00am	Wakefield
October	Sunday, 7 October 2018	Day trip to Blue Mountains with Lunch	10.00am	The Potager Mount Tomah. 1000.am meet at Shell service station Clarendon (between Windsor and Richmond)
	Sunday, 21 October 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
	Sunday, 21 October 2018	TSOA CSCA	8.00am	Wakefield
November	Sunday, 11 November 2018	Kiama auto Expo	9.00am	Kiama Showground.
	Sunday, 18 November 2018	Monthly get together, tyre kick & Coffee	9.00 am	Gough Whitlam Park Tempe
December	Weekend 1 & 2 December	HSRCA TasmanTrophy	8.00am	SMP
	Sunday, 2 December 2018	CLA Christmas Party and AGM	12.00 Noon	Lane Cove national Park Tunks Hill area
January				

CLA WA 2018 Diary

Month	Day Date	Event	Time	Location
September	Monday, 10 September 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 16 September 2018	EMR	8.00am	Guildford Railway Carpark
October	Monday, 8 October 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 14 October 2018	SSES Sprints	8.00am	Collie
	Sunday, 21 October 2018	EMR	8.00am	
November	Monday, 12 November 2018	BOAB Meet n Eat	6.00pm	Kings Park
	Sunday, 18 November 2018	EMR	8.00am	Guildford Railway Carpark
December	Saturday, 1 December 2018	SSES Christmas Sprints	8.00am	Barbagallo Raceway

For Sale

We are refurbing the garage and we no longer need a number of tools and offer them to members of CLA in the first instance.

ENGINE HOIST + STABILISER AND ENGINE STAND

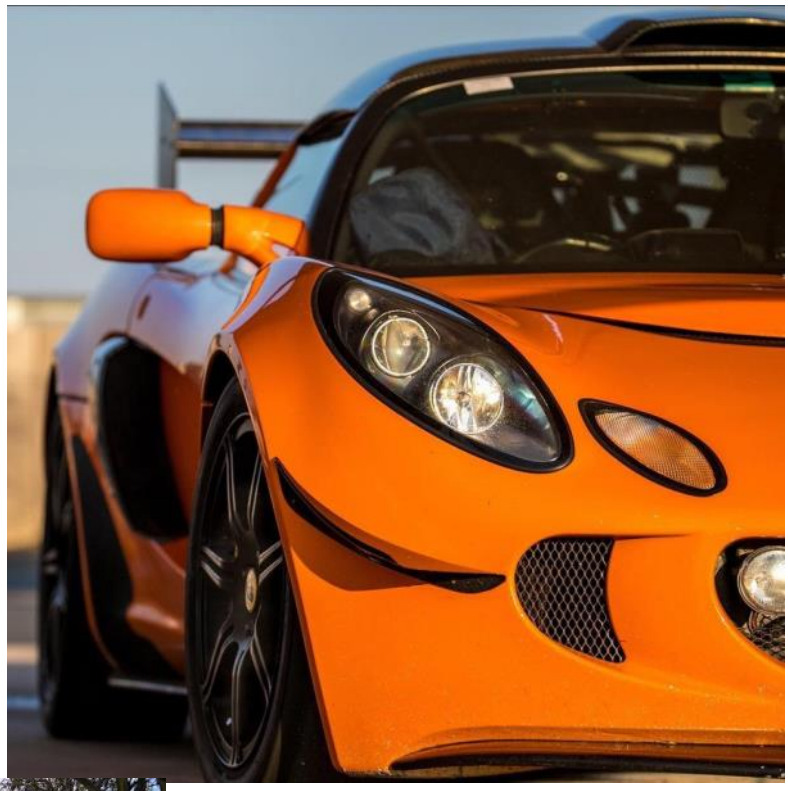
We have an Engine Hoist + Stabiliser and Engine Stand. The Hoist has a 1 Tonne Capacity and the Stand 450kg. I've these for 15 or so years and used them sparingly.
Due to the weight and volume, its pick up only. We are based in North West Sydney.
Available for one lot as they need to be gone !
Price for both Hoist and Stand $200 pickup only.







For Sale



For sale my 2007 Exige S, this car has been regularly serviced and enhanced by Chris at Automotion in Brisbane. It has approximately 89K on the clock and is currently registered until 5/2018
This car has been my pride and joy and I have spent in the order of $140,000 on it over the last 5 years.
It will be well recognized by many in the Lotus community and is one of the most sorted Exige series 2 cars in Australia.
No money has been spared in regular maintenance and it has installed almost every aftermarket item that Simply Sports Cars sell, to ensure reliability, safety, and performance.
I am only selling it to make room in the garage for a new Lotus Exige Sport 350 that my son and myself can use to compete in the GT Sports Trophy class in Targa's.
There are too many enhancements to list here and I welcome an email or phone call, so I can send the list to anyone that is interested in the car. Instead of buying a stock car and then catching a dose of update-itis, I offer the opportunity of saving a fortune on upgrades and getting to use a genuine weapon straight out of the box.



It has a Neil Trama "black" engine with 315rwhp that was fitted only 400KMs ago.
The car will be sold with black team dynamic wheels with Kuhmo V700 semi slick tyres fitted. On the down side the paint work in the front and lower side sills has lots of stone chips, which is common for a lotus that has been used as it was designed for by the manufacturer.
The Car has done a 1:04.9 around Wakefield in the hands of an average driver (me)

Also done a 1:26.2 around the 3K track at Morgan park (same average driver)
It is the most fun go kart on steroids you can drive.
Asking $66,500 Call Darryl on 0411075566.
(List of Modifications on next page)





Body
Carbon Fibre rear wing, SSC 5 element rear diffuser, Carbon fibre side scoops, Carbon Fibre roof, HID low and high beam headlight kit, Carbon Fibre front canards, Carbon Fibre side skirts, Carbon Fibre side sills, Carbon fibre door panels, Carbon Fibre Gearshift cover
BOE Clam hinge kit, newly fitted front windscreen, Front and rear tow loops
Suspension
3 way adjustable 46mm Nitron shock absorbers (full rebuild 18 months ago)
Eibach 850lb rear springs, Eibach 500lb front springs, SSC front sway bar, SSC rear toe links
EP lightweight steering arms (fitted to give more camber adjustment), SSC bushing kit
Brakes
Big Brake kit all 4 wheels, SSC upgraded Brake master cylinder, Brand new rear pads FERODO DS2500 (Front pads replaced 03/17)
Engine and Mechanical
Neil Trama "Black" engine producing 315RWHP (fitted new around 400km ago)
SSC TVS supercharger kit, SSC Chargecooler kit (rear chargecooler tank replaced 04/17)
SSC ECU, PWR triple pass radiator, SSC Fuel Surge Tank, including pump, BOE Oil Catch can
Battery isolator, 6 month old lightweight odyssey battery, Starter motor overhaul 09/17
SSC main gear shift cable' SSC crossgate gearshift cable' New Exedy Organic pressure plate and heavy duty clutch, Custom 500hp rated Monkey wrench racing axles, Monkey wrench racing E153 adaptor kit, E153 gearbox rated to 800HP, Kaaz close set ratio gears fitted to E153 gearbox, Mososo Baffled sump, SSC Baffled fuel tank, Near new SSC Titanium muffler
Near new SSC Headers' SSC low ratio steering rack, braided oil lines fitted to oil coolers
Oil pressure gauge, Oil Temperature Gauge, Boost Gauge
Other items
Fire extinguisher fitted to passenger front floor, Battery isolator, Schroth 6 point harness fitted to drivers side (seat modified for between leg strap), Rear harness bar fitted
Eliseparts Wheel stud kit, Alpine Bluetooth CDA-137EBT head unit, Video VBox lite fitted with analogue transducer for brake and throttle position indication, LED shift light



For Sale

1975 Lotus Elite 503.

Built in 1974, but registered 1st January 1975, chassis number 74100378A is a lovely example of an early series one Elite 503 – the first of Colin Chapman's all new third generation cars. Finished in Lotus Yellow, with beige corduroy and ambla, this car has been thoroughly restored to its original and correct specification and now presents beautifully, and drives exceptionally well too. The restoration commenced in 2008 and was completed in 2012 with the following works being carried out:

A fully documented engine rebuild, photographed and detailed – these works were carried out by an ex-Lotus Team mechanic / factory engineer. Full gearbox rebuild, with new shafts, bearings and seals. Rear diff rebuild with bearings and seals and gaskets.

Suspension and brake rebuild with new dampers, springs, discs, bearings, trunnions, new trailing arms, and driveshaft U/Js.

Original chassis blasted, salvaged and powder coated by Concept Fabrication in Wymondham.

Body restored and repainted in original Lotus Yellow.

Full and complete interior restoration from top to bottom by Nick Fulcher Coachtrimmers – last of the original old stock materials used. (Bills for the interior restoration alone total £10,800.)



The car has covered 600 miles since being presented for its first MOT post restoration and is about to turn 45000 recorded miles. All handbooks are present, plus sales brochure, and history / build file and recent invoices for works in my ownership; the car has had new fluids, new belts, new PAS rack, coolant hoses, oil pressure pipe, exhaust hangers, and has had a full check over by GST Performance.

This represents a rare opportunity to own a period correct early Elite TYPE 75 with ALL the hard work having been done at a fraction of the price in reflection of what's been invested in the car in time and money.

I'm open to sensible offers, and am only selling due to other Lotus commitments.

Viewing by appointment in Wymondham, Norfolk.

International shipping can be facilitated. : swalker@lotuscars.com

Scott Walker

For Sale

For sale: Lotus Elan S3 SE Coupe. Serial number 36/6858. NSW Historic rego. Bahama Yellow respray (originally blue, then black). Imported from USA in "project" state in 2010 and lovingly and painstakingly restored in my garage over the next 5 years. Fully photo-documented and costed on a spreadsheet. A full body off rotisserie restoration onto a new Spyder chassis, including Spyder rollbar and side intrusion. Fully re-trimmed. The only **totally** leak free twin cam motor I have ever assembled! Has driven very few





miles since completion, only to Kings Day and for its annual health check-up. This car deserves to be driven much more

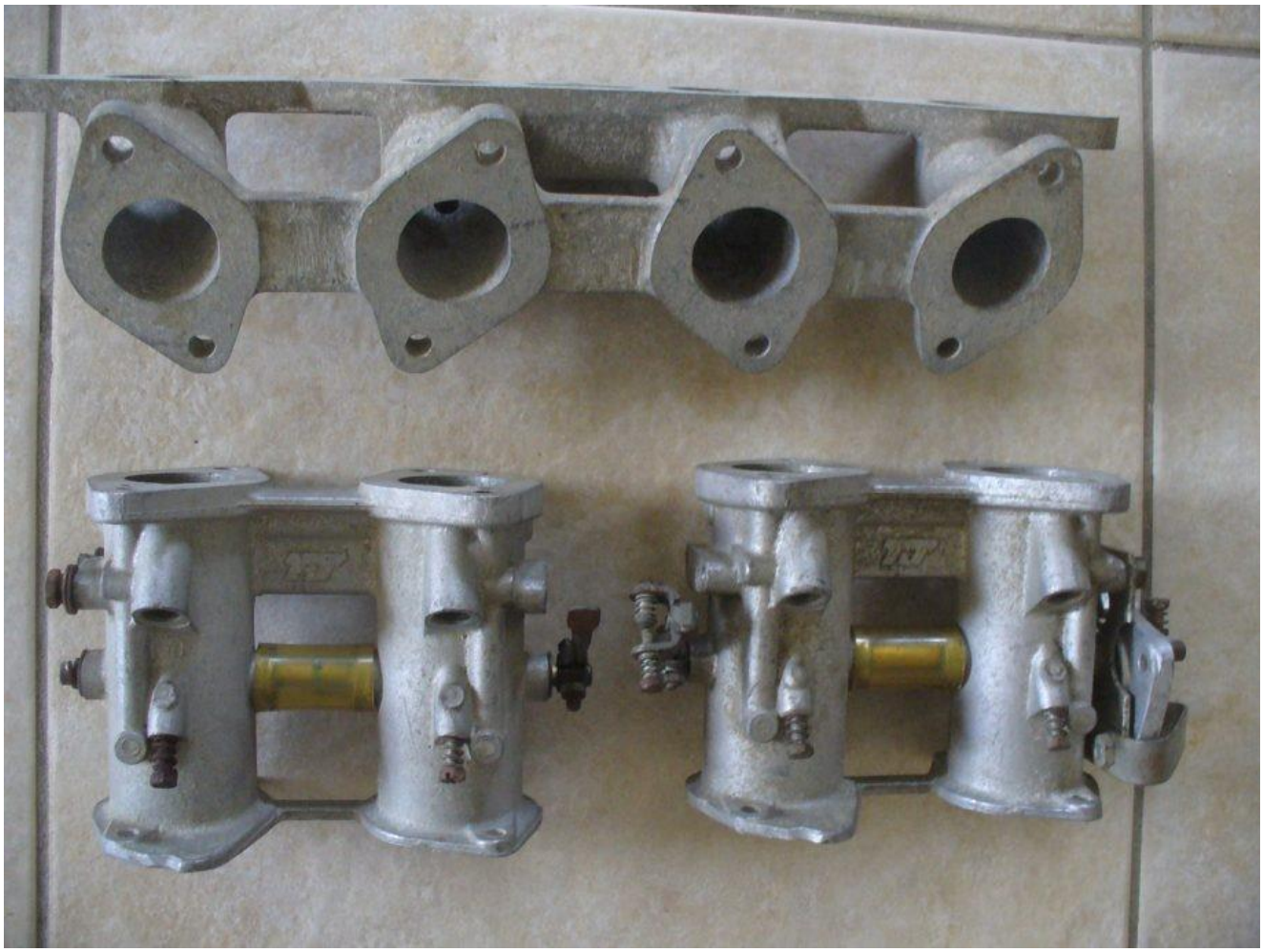


than it is. It's not perfect, not show quality, but it is very very tidy, and starts on the button, and all electrics work. I have found that for me, with car restorations, the journey is more fulfilling than the destination. I would be delighted if someone from the Club took over its care and exercised it regularly! Cost? I'm thinking $65,000 but come and have a look, have a drive and you tell me what it's worth. Robert Verhey. Ph. 0421313257

For Sale

Set of Tecalemit-Jackson mechanical injection manifolds
Possibly off one of the Geoghegan race cars of the early 60's
Suit that early Lotus F1 car you have sitting in the garage
Price $650 plus freight from near Brisbane

Contact Bill by email at wsamways@bigpond.net.au



WANTED TO BUY

. I am looking to buy a red or silver lotus Elan +2. I would greatly appreciate it if you could let me know if you know of anyone selling.

Kindest regards, Justin Harris 0431727641

For Sale

1962 Lotus Elite Series II

Chassis No. 1728 Engine No. 10568
7437 KLM
Coventry Climax FWE 1216CC Stage III with Dual 40DCOE18 Webbers
ZF Gearbox with BMC "A" Diff with 4.55: 1 ratio – QUAFFE ATB LSD
Instruments – Original SMITHS – with reproduction Electronic Tachometer and Kilometre Odometer
Originally exported to the east coast USA. Imported into Australia Circa 1970, Road registered in NSW. Complete restoration completed by Bruce Mansell to his very high standard in 2005 as Historic Group S (a) Sports Car. Cams Log Book No. H1642. Since completion of restoration #1728 has had three owners and with the previous two owners it was mostly used for Club Runs and GEAR competition. I have mainly used it just for club shows.



It has a full log book since restoration plus photo's prior to and during its restoration.
$130,000.00 The photo's speak for themselves. This is a good price for a great Classic car in awesome condition.
Contact Scott Brooks on 0427544097 or e-mail wilburbrooks@bigpond.com



For Sale



FOR SALE: GENUINE 2001 S1 LOTUS EXIGE
This is an Australian-delivered 2001 S1 Lotus Exige. It's one of six, with a serial number ending in 471. This is not a motor-sport Elise, nor is it a converted Elise.
The car has been converted to a Lotus HPE, i.e. fitting an NA Honda K20A engine. The work was done some years ago using a Link-Up kit supplied by Kirrapak. It was given a full respray at the end of 2016 and is sold with a new OziCozi.
The car has full New South Wales registration, which renews in November.
The Exige will be sold with a set of road shocks and springs as well as a set of race shocks and springs. This makes it enjoyable to use on the road, on the track or in full race mode. The road suspension is comfortable and still very capable – even on the track. With the race suspension installed this is a class-winning car on R spec tyres or slicks. Use it as an enjoyable road car, super sprint car or even full race or Targa machine. Whatever you choose it will be fast, reliable and fun.
Asking $79,000 or nearest offer. If you're interested, give Craig a call on 0401 676 925.
Not included, but available for negotiation:
Lots of spares
Additional sets of wheels
Tilta trailer built to suit a Lotus



For Sale



The Late Maurice Blackwood's Mark I Ford Escort

Genuine Twin Cam/CK49 body with Pinto motor. Log booked. Heaps of goodies. Ready to go.

$55,000

Anne Blackwood

Mobile 0413 221 123

Shed cleanout- Lotus Elan and Caterham parts

Elan Front discs and calipers $100 were working last year

Elan front calipers $50

Elan aluminium fuel tank formed up reading for welding just add sides-free

Elan distributor complete with Luminition electronic ignition-$200

Elan front sway bar-$30

Headlight chrome surrounds-free

Brian Sutton

0412996134 or email if details wanted brianrsutton@bigpond .com

FOR SALE



1996 V8 Esprit, 3,5 Litre, twin turbo V8.
Originally delivered to Hong Kong.
Owner then took it to New Zealand and Australia. So it has never seen European salt roads.
Complete history files are available.
I bought it 4 years ago after an extensive search for an Esprit for 5 years.
Bought it with 39k on the clock, it now has 56,538km. So it is not just standing around. This supercar can be driven and is a pleasure and fun to drive.
This car suits a collector and driver. Not just one or the other!
Approx. 1,300 kg with 260KW makes for easy, and if you want fast, cruising.
Long trips include several to the Snowy Mountains, Melbourne and back and return trip from the National Lotus Concourse 2015 in the Barossa via SA coast, Great Ocean Road, Vic coast and up through the Snowy's back to Sydney.
Numerous drives up the Old Pacific Highway, Bathurst, Hunter, etc. I also have taken part in several Lotus Club drives over the years.
It has won the following awards:
2014 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Lotus Classic Sports
2015 National Lotus Concourse d 'Elegance – Barossa Valley – Winner – Best Lotus Overall
2017 NSW Lotus Concourse d 'Elegance – First Place – Best Esprit
I also have the official Lotus Certificate of Vehicle Provenance.
Original Paint – Calypso Red – Lotus paint code B03. Original cabin trim and leather – Charcoal. Original body. Original Brembo front brake calliper's. Original equipment Oz wheels. Original Sunroof Alpine stereo with CD and USB
Work done last year in Melbourne by a company that has the required tools:
New fuel tanks, aluminium so no rust, As the engine was out anyway:, New clutch
New belts including cam belts, pulleys, etc. Fitted, Fly wheel resurfaced, Gear change kit
New water pump, Air conditioning refurbishment, New rear brake discs. Machined front discs, New braided clutch hose, New brake pads and brake fluid, New clutch master and slave cylinders, Suspension service with new bushes, shims, etc.
New oil, oil filter and air filter change
In January this year: 2 x New Michelin Pilot Power 3 rear tyres, 23 km old



All receipts available. Diverse range of spares.
Workshop manual
"Sports" exhaust fitted and comes with original. I like the sound!
This list is already too long and I have probably forgotten things.
If you have ever wanted an Esprit then this is the one to get!
Red is faster!
$ 93,969 ONO
Please see car sales for further photos
Robert Seiler 0447 683 118

mantra
mooloolaba beach

Lotus 2019 Convention 25th-28th April Accommodation Booking Request Form

Must be booked 30 days prior to event. Pre and post dates are available if required. For any enquiries call 07 5452 2600

BOOKING DETAILS: Please ensure all information is legible.

Title _____ Surname _____ First Name _____

Address _____

_____ P/code _____

Phone _____ Email _____

To secure your booking we require:
A $200.00 per room (or full amount if less than $200.00) non-refundable deposit. Then 14 days prior to check-in full payment of your accommodation will be processed on the credit card supplied, unless otherwise requested.

CREDIT CARD Please tick one: ◯ **Visa** 1.25%* ◯ **Mastercard** 1.1%* ◯ **Diners** 3.5%* ◯ **American Express** 3.35%*

Card No. ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ Expiry ☐☐ / ☐☐

Cardholder's Name _____ Cardholder's Signature _____

Arrival Date _____ Departure Date _____ No. Adults in Room ☐ No. Children ☐

NOTE: Credit card holder must be present upon check-in. *Applicable credit card surcharge.

YOUR ACCOMMODATION

Subject to availability and allocated on a first-in-first-served basis. Rates are non-commissionable.

1-2 NIGHTS ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $213 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $228 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $279 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $323 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

3-4 NIGHTS ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $183 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $214 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $267 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $311 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

5 NIGHTS + ROOM ONLY RATE

Please tick:

◯ **1 Bedroom Apartment**
(1-2 guests) $166 per night
Number of Rooms Required _____

◯ **1 Bedroom OCEAN**
(1-2 guests) $194 per night
Number of Rooms Required _____

◯ **2 Bedroom OCEAN**
(1-4 guests) $256 per night
Number of Rooms Required _____

◯ **3 Bedroom Apartment**
(6 guests) $302 per night
Number of Rooms Required _____

◯ **Extra Person Charge**
@ $40.00 per night
No. extra people (max. 1 p/room) _____

Return this form to Mantra Mooloolaba Beach: Fax 07 5452 2888 or Email mooloolaba.res@mantra.com.au

CANCELLATIONS for accommodation received more than fourteen (14) days prior to arrival will forfeit the $200 deposit. Cancellations within (14) days of the designated arrival date, or non-arrival of guests, will forfeit all monies paid.

This is a booking request form only, your booking will not be confirmed until a confirmation has been received by you from Mantra Mooloolaba Reservations.

OFFICE USE ONLY
Confirmation # _____
Date: _____ Confirmed by: _____