November 2018



Chunky's Chatter

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



Inside this issue

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- The Triumph round, the final CSCA event for 2018
- Another 70th Anniversary, the Morris Minor

Club Lotus Australia
November 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: Graham Smith's Class Winning S2 111RS at Collingrove Hill-climb South Australia

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

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Presidents prattle
With Ashton Roskill



Hello

I seem to spend my life playing catch up at the moment, and I'm writing this from Philip Island where the latest greatest LOTD is taking place, and yes, I am still playing catch up. In this case I have ten seconds to find and with limited power most of that has to come from the corners. Which isn't likely. But what an amazing circuit - fast, flowing, with variety and challenge - what's not to like. And the company is as ever fantastic. Thank you Lotus Australia. Here's to Bathurst in February.



But before that we have the combined 70th Anniversary/Christmas Party/ AGM on SUNDAY 2nd DECEMBER - there, no excuse for not knowing. I hope we'll get lots of you there for a relaxing picnic in the park to say congratulations to Lotus for making it this far. If you still haven't booked, this is pretty much your last chance as we have to finalise orders so drop Elliott a line. Secretary@clublotus.com.au.

And before you know it we'll be into 2019 and all the excitement that has to offer - and apart from the LOTD at Bathurst on 5th February (contact SSC quickly as it will sell out in no time) we're planning a few shed tours so if you're willing to host one, please do get in touch.

Right I, better get this to Tom. Grateful thanks to Mel for the awesome moody shot at PI,

Keep it safe, upright and on the blackstuff

Pip pip

Ashton

From the Editor Tom Devitt



Welcome to the penultimate Chunky's Chatter for 2018 and I hope you are all lined up to come to our Lotus 70th Birthday party and doubling up as our Christmas Party. The Tunks Hill reserve in the Lane Cove National Park is a lovely spot and just the place for a soft start to the Christmas season. We are also having the Annual General Meeting there and will be kicking this off at about 11.30. Tucker arrives about 12.00 so be there in time for that. We are expecting great weather (It still can't be cold by then!!) Don't forget to bring a picnic blanket and some chairs and your favourite refreshments and we will supply everything else.

I am not on the process of giving free plugs to organisations outside the Factory or the Australian appointed Lotus dealers but we received an email from Richard Parramint recently regarding his organised tours of the Lotus factories past and present. Given that Eddie and Vicki had such a fabulous time on one of his recent tours I decided to let this one slip through to the keeper

"This is a heads up re dates...July 1-8 2019. Format will be pretty much as in previous tours although as you might (or not) be aware the old factory in Cheshunt is planned for demolition so could be a last chance to visit. As yet tickets prices have not been announced for Goodwood so this email is aimed at getting a list of interested people. The tour will be limited to eight people, so if you fancy a 'trip of a lifetime'....please be on my mailing list.
As always, any questions/thoughts let me know.

Richard Parramint
Positive Speech"
www.positivespeech.co.uk

By the way, 20 fellow club members ventured up the Mt Tomah in the Blue Mountains for lunch early last month and had a fabulous and extremely relaxed time. The club is hoping to organise another couple of day drives as well as the occasional weekend lunch around Sydney next year, so keep a lookout for these. They are always very casual, friendly and very seldom Car Intensive.

Tom

Don't forget to wear your name-badge at the Christmas Party!!



Brian Caldersmith recently sent me this photo that members may be interested in. It shows 5 of the 10 founders of our Club, some of them sadly no longer with us.

L-R Spencer Bates , David Levy, Brian Caldersmith, Bill Wade and Adrien Schagen.

How do I get to the Christmas party?

Email Club Secretary Elliott Nichols with your names (Partners, guests and children) <u>BUT DO IT NOW</u>!!

(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 5th **More details Page 13**

CSCA ROUND 7: THE TRIUMPH ROUND

21st October 2018, Wakefield Park

By Craig Sheppard, photos thanks to Mel & Gino Valdes

'It's full, it's full, it's full'… not the dams in Goulburn, but the TSOA final round of the 2018 CSCA series. It was a welcome notification that the event was indeed full with a waiting list.

The majority of the CLA crew travelled down to Wakefield on Saturday afternoon and for some it was a real 'Noah' moment as the heavens opened and the storm unleashed its payload – lightning, hail and 45mm of water in about



45 minutes. Besides the usual array of excuses, a major topic of discussion at the Astor over dinner was – would it be dry?

Sunday dawned cool, bright, sunny and gorgeous – Lotus weather!



Group 1 is mostly a Lotus affair. Ten of the twelve runners in fact. The Lotii looked resplendent in their greens, yellows, blues, oranges and reds, sitting on the dummy grid during the drivers' briefing. At 9am they were off!

Early reports of the track losing its early edge were confirmed as

tales of drifting and sliding permeated the discussion – times were a second or two off the pace. This was soon to change as the day progressed.

On the results!

Duncan Andrews (DM4) led the charge with his usual flair and set a 1:04:06 – fastest marque car of the day and second overall. Well done Duncan.

3rd, 4th and 5th fastest of the day were separated by less than 0.3 of second. Martin Duursma (1.:05:69), Leigh Fuller (1:05:94) and Tim Mackie (1:05:96) put on a great display and awesome driving. A viewing pleasure!



Dave Mackie (1:06:8) was close behind in the S1 Exige followed by Richard Woodhams (1:07:68), Liam Sheppard (1:08:08) and Barry Mather (1:08:27), who completed the top 10! Great work Lotii Drivers.

It was great to see Richard back on the track after some 'mechanical misadventures' and Liam continuing to improve – setting his PB by 0.7 second. Great work guys.

Len Goodwin continues to dazzle us in the 1964 Elan and on Sunday set a stunning time of 1:08:45, closely followed by Brendan James with a 1:08:92.

Brett Stevens got "Larry 444" into 14th position overall with a 1:09:2, followed by Gino Valdes with a 1:09:4. The shared Commodore of Peter Deller (1:09:8) and John Deller (1:09:9) continues to mix it with the fastest cars of the round.

Greg Baker in the Pulsar clocked a very respectable 1:10:3 followed by Steve Madden in the Exige TVS with a 1:10:5. Colin Rudd continues to get a handle on the 2018 Elise with a great time of 1:11:2, followed by Stephen Alcorn 1:11:3 and Craig Sheppard 1:11:4 (Ok – start the heckling – comparing Liam's time in the same car J!).

The Lotus Europa of Terry Waugh continues to impress on and off the track with a 1:12:0. Keith Edwards piloted the RS3 to a 1:12:9 and John Culvenor a very respectable 1:14:9.



And onto another PB, Mel Valdes was very happy with a 1:15:4 – a personal best by some two seconds we believe! Great to see Mel – watch out Gino!

First timer, Tim Kierath – set a brilliant 1:16:1 in the new Elise Sport 220 – fantastic result and welcome to the CLA team. Looking forward to seeing this time improve in the years to come.



Overall we had 23 members competing with 20 doing it in Lotus cars – an awesome rollup!

Additionally, no cars failed to proceed during the day – a first for a while – except for one well known participant who drives to the track in a yellow Exige. A split brake braided hose in the last run of the day and so it ended up on the back of one M. Duursma's trailer. Martin, Duncan and Leigh made their way back to SSC for what is hopefully an easy fix.

SO, that rounds out the CSCA competition for the year. Great camaraderie, great teamwork, great friends and great cars, why wouldn't you own one?

On behalf of the CLA Motorsport Committee, we look forward to welcoming more members and their cars to the track in 2019 and becoming part of the track family.

Until next time.

The CLA Motorsport Committee

October Tyre Kick and Coffee

Gough Whitlam Park Tempe

Many thanks to Evan Jones for the photo



The 7th October saw a group of 20 CLA NSW members meet for lunch at the restaurant overlooking Mt Tomah and the Blue Mountains Botanical Gardens (As you can see it was a bit foggy!!)



Brian & Mavis Caldersmith, Tom & Donna Devitt, Rob & Candy Costa, Peter & Marg Simms, Brett & Joanne Stevenson, Russell & Diane Waddington, Terri Li, Gino & Mel Valdez, Steve Palmer, Elliott & Karen Nicholls, Cliff & Janice Palmer



At Clarendon meeting spot, Peter Simms talking to Russell Waddington

Thanks to Gino Valdez and Terri Li for the photos

LOTUS 2019



QUEENSLAND

Join us on the beautiful Sunshine Coast
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.



25-28 APRIL 2019 - JOIN US ON THE BEAUTIFUL SUNSHINE COAST

With first payment (DEPOSIT) due on the 28th of September - it is time to commit to the National gathering of Lotus clubs.

To book your places, please click on the link;

https://www.lotus2019.com.au/book-now/

BOOK EARLY As DELEGATE NUMBERS ARE LIMITED, AND THE BEST ROOMS GO EARLY

For Delegates wanting to make a longer holiday, the discounted Mantra accommodation rates are also available to stay extra nights before or after the weekend

For further information please visit the website at;

https://www.lotus2019.com.au/

The Lotus 2019 National Event brings Lotus enthusiasts together again in Queensland where the events started in 1983 - 35 years ago.

We have planned a great event at Mooloolaba on the beautiful Sunshine Coast. The itinerary will allow you to relax and enjoy catching up with old and new Lotus friends.

You can participate in the track day at the Historic Lakeside International Raceway which has so much Lotus history including Jim Clark F1 glory days. We will drive some of the amazing Lotus roads of the Hinterland, enjoy some great food, scenery and the spectacle of the Lotus display and Concours.

WHAT'S ON?

So you can relax, enjoy the activities, fun and company of friends, old and new in this fantastic resort we've made the Itinerary flexible and allowed you to book your selection for Lotus 2019.*

THURSDAY 25TH APRIL 2019

Check-in: 2:00pm

Welcome Dinner - Gourmet BBQ on the Mantra Resort Roof Top including entertainment while overlooking the beautiful beach.

FRIDAY 26TH APRIL 2019

TRACK DAY – HISTORIC LAKESIDE RACEWAY

An alternative scenic Day Tour - of the Sunshine Coast hinterland including Lunch and time to browse along the way for those who choose the Day Tour.

Dinner on the Waterfront – at the famous Mooloolaba Surf Club with entertainment and bad dad dancing for some!

SATURDAY 27TH APRIL 2019

Grand Display of Lotus cars - Concours judging in the Classes based on National Lotus format with trophies and awards.

A choice of 3 drives around some of the Sunshine Coast's best driving roads during the afternoon.

A gourmet picnic hamper will be provided for everyone, so if you don't wish to go on the drive you can enjoy a lunch at the beach or by the Pool.

Gala dinner at the Mantra Ballroom – with some of the finest local produce gracing the menu, including a Lotus guest speaker*. There will also be another opportunity for more bad Dad dancing with Entertainment and MC. There will be a theme for the night – to be announced.

** Subject to availability.*

Evora's outnumber Elise's on a lovely spring day drive in the ACT

By David Leaney

Nine of us from the CLA ACT group got together for lunch at a local café in Yarralumla, then some of us went for one of my favourite drives in the local area – the Uriarra Road and Brindabella Road combination of rolling hills and sweeping bends. Perfect spring weather too. We went for a grey and black theme for the cars, and for the first time Evora's outnumbered Elise's. There are three Evora's around town these days (and the other two are much newer and prettier than mine).

David





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 5th So don't leave it too late, in fact, do it now!! These are always great days!!

Another car to share its 1948 birthday is the Morris Minor



Also turning 70 this year, the Morris Minor was launched at the British Motor Show at Earls Court in London on October 27, 1948. The original car was a two-door saloon with a 918 cc engine and a starting price of £358. Designed primarily by Sir Alec Issigonis, renowned as the father of the Mini that ultimately followed it. The Minor was somewhat of a revelation at a time when most cars on the road were still pre-war models, It was built with unitary construction, modern styling with plenty of interior space, rack and pinion steering and torsion-bar independent front suspension. The Minor 1000, as it became known, was assembled in many countries around the world, including here in Australia at BMC's Zetland plant in Sydney. Morris also diversified the Minor range to include the wood-panelled Traveller wagon and convertible variants, along with commercials like the panel van and pick-up, which proved excellent for the trades. The Morris Minor production continued until 1971, when, a remarkable 1.5 million had been made making it a resounding commercial success.

For all its accolades, the MM had a very rocky time indeed getting into production. Young Issigonis joined Morris in 1935 and was a very promising engineer and designer. He first came to the attention of the brass with his work on the prewar Morris Ten, which was in development during 1936/7. This was the first Morris to use unitary construction and was conceived with independent front suspension. Issigonis designed a coil-sprung wishbone system and rack and pinion steering both of which were later dropped on cost grounds, but these ideas proved that he was the perfect candidate to lead the design work on a new advanced small car. With only a small team (sound familiar?) the new car had a project name of 'Mosquito' to ensure that it remained as secret as possible both from the Ministry of Supply and from company founder William Morris (Lord Nuffield), who was still chairman of Morris Motors and, it was widely expected, would not look favorably on Issigonis' radical ideas.

Issigonis' design included the same ideas he had proposed for the Morris Ten before the war, independent suspension and rack and pinion steering, plus the continued use of unitary construction. Nearly every feature of the Minor served the joint aims of good road holding and maximum interior space. The specified 14-inch (360 mm) wheels were smaller than any other production car of the time. These reduced intrusion into the cabin space and minimised the car's unsprung mass, giving better ride comfort and stability. For the same reasons, the wheels themselves were placed as far as possible towards each corner of the Mosquito's floorpan. The same went for the engine. Most cars of the time had a front beam axle, which meant the engine to be mounted behind the front axle line. This meant that often fully ladened cars became unstable as the weight distribution concentrated on the rear wheels.



The engine itself was also radical, being a water-cooled flat-four unit. But it faced a dilemma as it had to be small enough to avoid the crippling British horsepower tax, but big enough for the export markets. Issigonis' solution was the flat-four engine which could easily be produced in two versions – a narrow-bore 800 cc version for the British market and a wide-bore 1100 cc version for export. Both versions would use identical parts, except for the blocks and the pistons. The flat-four layout reduced the overall length of the engine, further increasing potential cabin space, and reduced the car's centre of gravity for improved handling. However the engine was to prove a step too far for the Mosquito project. As the car approached completion in 1946 and the need for secrecy was no longer necessary, Lord Nuffield, when he found out about the car himself, took a strong dislike to both the Mosquito and Issigonis, famously saying that the prototype resembled a poached egg. Nuffield's preference was to continue production of the conventional Morris Eight, which had been very successful pre-war, with some minor styling and engineering improvements. He particularly objected to the Mosquito's expensive and unconventional engine design. Things were not looking too good for young Alex and the possibility of the car having an acceptable purchase price was fast disappearing. There was also the matter of timing – there was a huge rush by British manufacturers to get new models to market following the end of the war. Austin was working on an all-new but conventional car which would be launched in 1947. The Mosquito was proposed for launch in 1949 and that deadline was appearing increasingly unlikely due to the untried nature of many of the car's features. The Morris board insisted on launching the Mosquito at the first post-war British Motor Show in October 1948.

Several of Issigonis' designs were reviewed – first, the all-independent torsion bar suspension was modified to only the front wheels whilst the rear was changed for a conventional leaf sprung arrangement. An idea to offset the cost of making the flat-four engine by introducing sporting MG and upmarket Wolseley versions of the Mosquito were rejected and it became clear that the only way to overcome the personal and financial obstacles to the project was to adopt a lightly revised version of the Morris Eight's obsolete side valve engine. In late 1947, with Cowley already tooling up for production, Issigonis was unhappy with the appearance of the car. He had the prototype cut lengthways and the two halves moved apart until it looked "right the production model was now four inches wider than the prototype and, in keeping with Issigonis' design principles, this further improved interior space and roadholding. It also gave the car its distinctive proportions in contrast with the Austin A30, which, although launched in 1952 had still recognisably pre-war size and proportions. The last-minute change to the design required a number of serious workarounds – The bumper bars had already been produced, so early cars had ones cut in half with a four-inch plate bolted between the join. The bonnet had a flat fillet section added to its centerline and the floorpan had two two-inch sections added either side of the transmission tunnel.



The last change made was to the car's name. It was widely expected that the Mosquito codename would also be the name of the production model, but Nuffield disliked it and Morris's marketing department wanted a reassuring name because they thought that this radical car would be difficult to sell to a cautious public. Additionally, Mosquito had wartime implications which everyone now wanted forget so the Minor was born!

REGISTRATION OPEN FOR CARNIVALE AUSTRALIA DAY 2019

CARnivale, and with it 2019, is coming up faster than should be possible, and on Australia Day, the 26th of January, 2019, will see us heading to Parramatta Park to bring in the new year with the iconic Sydney car show. Registration for the event is now open.

We plan to participate with a Club Lotus Australia display as usual. Registration this year will be handled individually, so of you would like to join us, register online at www.ausdayparramatta.com.au/carnivale. Registrations close November 23rd

This is a relaxed way to kick off the New Year's motoring activities and catch up after the holiday break. More members in the display means more mates to spend the day with, so we'd love to see you there!

CARnivale showcases a magnificent collection of classic vehicles including cars, motorbikes, fire engines, speedway cars and bikes. This will be the fourth year CARnivale has been held in Parramatta Park and the location has proved to be very popular.

Over 70,000 people visited the park on Australia Day in 2018 and the majority of the people came specifically to see



CARnivale.

Organisers have made improvements to CARnivale each year based on information gathered from entrants and visitors.

For 2019 organisers are again improving the experience for CARnivale participants by providing more seating and shaded areas and bringing all the vehicles on to the grassed area alongside Old Government House.

In addition to CARnivale, other activities in the park will include a spectacular hot air balloon display from 6am, Australia's largest Australia Day citizenship ceremony, the Parramatta Big BBQ festival and a family zone with a concert and kids' rides.

The Australia Day celebrations end with a rock concert on the main stage followed by a fireworks spectacular.

Parramatta Park is close to the air-conditioned Westfield shopping centre and the Parramatta central business district, which offers many restaurants and cafes.

As well there will be free shuttle buses travelling from the park around the Parramatta district.

Quokka Talk

by: Steve Pretzel

photos: Steve Pretzel and Wayne Proud

Exige 430 Launch

West Australian Lotus dealer, Autostrada, held a grand reveal of the brand new Lotus Exige 430 Cup on Wednesday 17th and a strong contingent of Lotus Club WA members turned up.

Lotus Australia CEO Lee Knappett provided an update on the Geely company and what it meant for Lotus, before ceremoniously pulling the cover to reveal the gleaming blue 430.

Apparently this is the last unsold vehicle of the ten that were imported into Australia, so interest was high. Paul and the Autostrada team kept everyone well fed with wood fired pizzas and beer, so the night was both informative and social.



Exige 430 Cup 2 - photo Wayne Proud

The Hamilton Hills

Mike and Ellie Hamilton led this month's EMR on an uncharacteristically cool and wet day for late October in Perth.



340R - photo Wayne Proud

We had a great turnout of thirteen cars. Steve Metlitzky rocked up in 'Fur Elise' for his first ever EMR and Victor brought his ultra-rare 340R to play.

With the threat of rain it was roofs on (except for Victor!) as we headed out in convoy.

Mike had set an intricate route to make a nearly three hour drive of what was, as the crow flies, a destination only 20km away.

The planning effort paid off, with about every road with a bend used as we



The Lotus Lineup - photo Steve Pretzel

wound our way across the top of the Darling Scarp. About midway into the run the heavens opened and Victor had to bail – literally and figuratively as I'm sure his 'bathtub on wheels' would have been filling with water as he drove.



The run concluded at the historic Mason Mill Restaurant where we enjoyed an early lunch before heading off to conclude our wintery weekend.

Lunch at Mason Mill - photo Wayne Proud

SA Lotus Talk

BY: Andrew Stevens

A Lotus Monthly Run

Despite a glorious spring day in the Adelaide Hills, our October run was a little quieter than usual. A combination of cars in rebuild/repair, a 'tintop enduro' at some NSW township being broadcast on the TV, and the expectation of who wunderkid Max would collide with at Suzuka saw our numbers down. Alternatively, it was the lure of a latte with the masses at Glenelg beach in the sunshine. It was, however, a definite a case of quality over quantity with Ardent Red the dominant colour.

The mixed bag of vehicles covering 50 years of Lotus wended their way to the southern vales, and one of our most popular destinations in McLaren Vale, home of Vale Ale, some of the world's great wines, and an idyllic place to relax after a leisurely drive.

We congregate on the first Sunday of every month by 9:00am in the Sikh Centre carpark, at the bottom of the SE Freeway, near the Toll Gate. Everyone is welcome to join in, even if your Lotus isn't red.

Congratulations to Graham Smith

After a winter of hard work acquiring, rebuilding, and installing a tweaked 2ZZ engine into his 111S Elise, SA local Graham Smith used the extra grunt and revs behind his ears to not only knock over 1 second off his best ever time up the Collingrove hill, but he also walked away with a class win in the SA Hillclimb Championships.



Graham Smith's Class Winning S2 111RS at Collingrove (Photo Graham Smith

A smiling Graham modestly granted that the 2ZZ installation had "paid off" and was grateful for all the tips and advice from members of the Lotus community who helped guide him along the upgrade path and overcome its occasional challenges. So, is an S2 Elise S with a 2ZZ able to be re-christened as a 111 RS?

Well done Graham. It just goes to show that red ones really do go faster.

Christmas Run

Our December Run will see us heading to Younghusband on the banks of the mighty Murray for a BYO Christmas BBQ. Where has the year gone?

Cheers and happy motoring

Andrew Stevens

Lotus announce two new senior appointments as the company gears up for serious expansion in 2019

Group Lotus plc recently announced two new senior appointments to the company, Phil Popham as Senior Vice-President – Commercial Operations and Uday Senapati into Product Strategy & Product Management Director. Both will report to Group Lotus plc CEO, Mr Feng Qingfeng.



Phil Popham

Phil joins Lotus from Sunseeker International where he held the role of CEO for four years. Prior to Sunseeker, he was part of the Jaguar Land Rover (JLR) executive team for nine years with global responsibility for commercial operations. Mr Feng Qingfeng welcomes Phil to Lotus, "I am delighted that Phil has joined Lotus at this important time in our 70-year history. We are growing the Lotus business not only at our Headquarters in Hethel, Norfolk but also worldwide

Uday will take responsibility for Product Strategy and Management for all current and future product lines, including digital products and services.



Uday Senapati

Prior to joining Lotus, Uday started his career as an automotive engineer, specialising in automotive refinement, aerodynamics and vehicle engineering. Moving quickly into technical management roles at both GM and JLR he most recently held senior management positions at Bentley Motors Ltd, based in Crewe, England.

Speaking of the announcement, Feng Qingfeng welcomed Uday to the team, "With a wealth of experience in the automotive sector Uday has a proven record of leading successful teams in premium segment automotive companies. At Lotus he will take the lead in developing and delivering our product plans and he will play a vital role as Lotus continues to challenge conventions and innovate as it looks to the future."

Calling on enthusiasts, collectors and car hunters worldwide, Lotus needs your help in tracking down the long-lost Lotus Mark I, the first car built by company founder Colin Chapman.

As the British marque continues its 70th celebrations, it wants fans from around the world to pick up the trail of the most elusive Lotus ever – the competition car that the young engineer hand-built in a small London garage owned by his then girlfriend's parents. Overcoming the standard car's limitation Chapman applied innovative approaches to improve its performance in challenging trials competitions.



Hazel Chapman in the Lotus Mark I. Copyright the Colin Chapman Foundation

Despite its existence being well documented, the current whereabouts of the Mark I remain a mystery. Built by Chapman, with the help of friends and his girlfriend (who later became his wife), Hazel, he entered a number of events in 1948 with immediate success. However, Colin was constantly innovating, and was soon hard at work on the Mark II. The first car was sold in November 1950 but, from there, the car's trail goes cold. Despite much research over the years, its whereabouts have never been established.

Joining Lotus in the hunt for the origin of its species is the son of the company's founder, and director of Classic Team Lotus, Clive Chapman. "The Mark I is the holy grail of Lotus' history," explains Clive. "It's the first time that my father was able to put his theories for improved performance into practice when designing and building a car. To locate this landmark Lotus, as we celebrate the 70th anniversary, would be a monumental achievement. We want fans to take this opportunity to look in every garage, shed, barn and lock up they're allowed to. It's even possible that the Mark I was shipped from the UK, and we'd love to know if it survives in another country."

In 1948 Colin Chapman built his first competition car, following his own theories for improved performance. Chapman's way of thinking and his principles remain as relevant today as they were 70 years ago and his ethos still allows the company to optimise mass and aerodynamics in order to maximise performance and handling.

Covering everything from suspension configuration and layout, making sure that ground clearance was not compromised, improvements included reinforcing the chassis, cladding the body in lightweight bespoke panels and ensuring that components frequently damaged in competition could be quickly reattached. Appling theories learnt from this formal training as an engineer, Colin was already developing the principles that would go on to define Lotus cars of the future. One notable decision was to extend the rear of the car, and include two spare wheels. This allowed for the better allocation of ballast, distributing weight within the car to maximise traction for each event.

In a lock-up borrowed from Hazel's parents, Colin re-imagined and re-engineered the Austin Seven to create the first Lotus. Built by hand, and with Hazel (his then-girlfriend) helping where needed, he completed the car in the spring of

1948 and immediately entered it in competitive trials. With Hazel in the passenger seat and Colin behind the wheel, they picked up two class awards in the car's first events.

Originally finished in bare, unpolished alloy, the car was then painted white, before repainted in red. A restless engineer, Chapman was soon working on the next car, the Mark II, designed using the lessons learned from his first and the experience gain through the competitions he'd entered. As a result, an advert placed in Motor Sport magazine, describing an Austin Seven Special four-seater sports-cum-trials car saw the Mark I sold in November 1950. Chapman received £135 for the car, but the only thing now known about the new owner was that they were based in the north of England.

Over the years many enthusiasts have looked for the car, but to no avail. Lotus has previously called on experts to help locate the lost vehicle but, as the company gears up for the highpoint of its anniversary celebrations at the end of September, it's hoped that a renewed search, on a global scale, will help track down the landmark car.



Colin and Hazel competing in 1948


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?"



No one got last months one. It was Mike Kimberly talking about the disastrous accident he had when he rolled Colin Chapmans 3 wheeled Bond Bug. Chapman was, at the time contemplating a working cooperation with the company and was convinced they were inherently safe until talked into doing some rapid wheelies outside of his house. The thing, of course, tipped over, and Chapman immediately lost interest.



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

"An expert is someone who tells you why you can't do something

Winner announced December

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

CLA NSW 2108/9 Diary

Month	Day Date	Event	Time	Location
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	Sunday, 20 January 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 26 January 2019	CARnivale	8.00am	Parramatta Park
February	Sunday, 17 February 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
March	Saturday, 2 March 2019	CSCSA CLA Wakefield Rnd 1	8.00am	Wakefield Park Goulbourn
	Sunday, 17 March 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
April	Sunday, 14 April 2019	CSCA SCCA SMP Amaroo South Rnd 2	8.00am	SMP Amaroo Circuit
	Sunday, 21 April 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	Thursday, 25 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Friday, 26 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Saturday, 27 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
	Sunday, 28 April 2019	Lotus 2019	Early	Mooloolaba Sunshine Coast
May	Sunday, 19 May 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 25 May 2019	CSCA JDCA SMP Druit North Rnd 3	8.00am	SMP Druid Circuit
June	Sunday, 16 June 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 29 June 2019	CSCA AHOC Wakefield Rnd 4	8.00am	Wakefield Park Goulbourn
July	Sunday, 21 July 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
August	Saturday, 17 August 2019	CSCA MOCA SMP Gardner / Brabham	8.00am	SMP Gardiner or Brabham circuit
	Sunday, 18 August 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
September	Saturday, 14 September 2019	CSCA MGCC SMP Druit Rnd 6	8.00am	SMP Druit Circuit
	Sunday, 15 September 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
October	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
December				

CLA WA 2018 Diary

Month	Day Date	Event	Time	Location
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

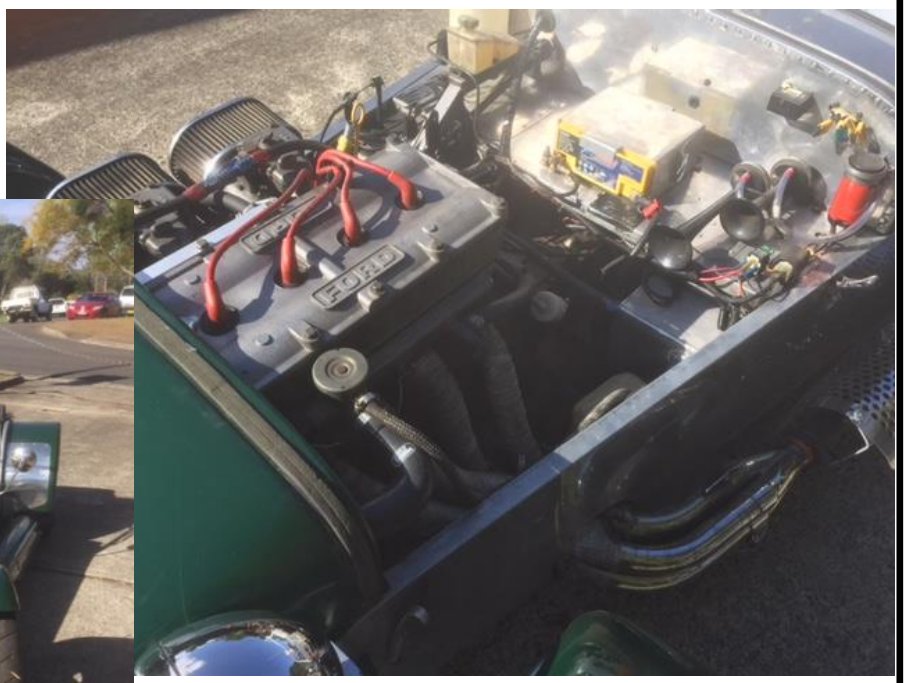
Caterham BDR 1600



!985 Caterham Cosworth 1600 number 027 of only 140 cars built is complete with full hood, bows and side screens, on club rego (non-transferable) was fully registered in Canberra with full engineers report after being imported from Japan, new battery, new adjustable shocks with upgraded springs, and adjustable front suspension, comes complete with build details from Caterham and engine manual. Quick release steering wheel. Car is in immaculate condition and has done 29,000km

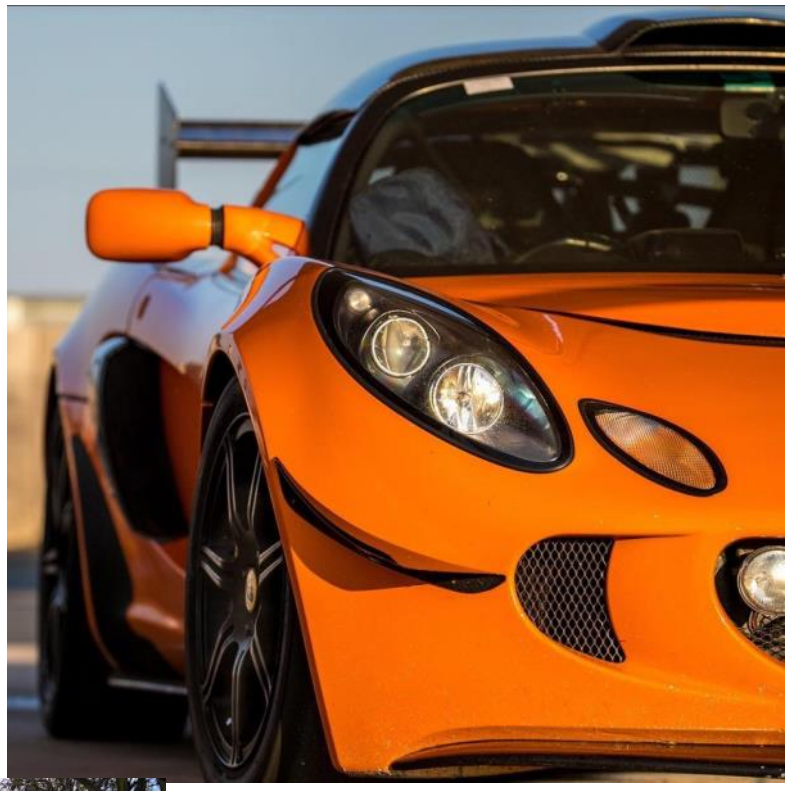
$37,000

Brian Sutton brianrsutton@bigpond.com 0412996134





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

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

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

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



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: _____