December 2018

Chunky's Chatter



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



Inside this issue

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- Fantastic report on the Targa Great Barrier Reef
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Club Lotus Australia
December 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.

Emails to :

t.devitt@bigpond.com

Website :

www.clublotus.com.au

Postal Address

Club Lotus Australia PO Box 220, STRATHFIELD NSW 2135



COVER PHOTO: Sunbeam Talbot Lotus 2.2 litre, made in 1979 and sold recently in Italy for 30 thousand Euros

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
CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact: John Barrass barrassj@gmail.com

CLA WA Contact: Steve Pretzel 0412 921 221, steve@px2.com.au.

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.

Club Lotus Australia Committee

President: Ashton Roskill 0408 202 208, president@clublotus.com.au

Vice-President: Anne Blackwood 0413 22 11 23 , anne_blackwood@hotmail.com

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

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

Competition Secretary &CAMS Delegate: Mike Basquil (02) 9533 2140 mbasquil@clublotus.com.au , motorsport@clublotus.com.au

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

General Committee Rob Costa (02) 9597 1470, robert@southhouse.com.au

James Chan.

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

Webmaster: Seth Reinhardt seth@clublotus.com.au

Club Plates: Alan Pate: panda503@westnet.com.au 0409 914 455

Keith Edwards: pridgen@bigpond.com.au 0417 286 976

CMC Delegate, ACBMC Delegate: Evan Jones: evanj@optusnet.com.au, EVAN.JONES@transport.nsw.gov.au , 0411103043.

Registrars

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

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

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

Esprits & M100 Elan's Geoff Winder 0416 866 644, gwinder@clublotus.com.au

Elise's Mike Basquil (02) 9533 2140, mbasquil@clublotus.com.au

Presidents prattle
With Ashton Roskill



Happy Christmas one and all,

We had the BEST Christmas Party, Lotus 70th Birthday and AGM today - thank you to everyone for being there.

More importantly however, I would like to give a HUGE thank you to Tom and Keith for organising today - it was awesome!

Tom, the food was an inspired choice - the hampers were excellent, with abundant interesting food - thank you for organising them.

Keith, the decorations and organisation was brilliant - thank you so much for going to all the trouble of organising the balloons and banners.

Many thanks to all those involved in setting up Tunks Hill Park, and to Elliott for running the raffle for the door prizes.

And finally, very grateful thanks to Richard, Emma, Gemma, Duncan, Richie and Steve and PJ from SSC (and Lotus Australia!) for the wonderful door prizes from Hethel - thank you all!

Sadly, I completely forgot in all the excitement to award the trophies for this year. So here goes in print….drumroll please…..

We are delighted to confirm that **Duncan Andrews** won the **Championship Driver Trophy** this year - many many congratulations Duncan, very well deserved as a winner among many worthy and very fast drivers.

We are also delighted to announce **Mel Valdes** as the **Clubman Trophy winner** for 2018. Mel has driven and been extensively involved in a number of key initiatives to improve the club, and I can think of no worthier winner of this award this year. Thank you so much for all your help Mel.



So please accept my apologies, Mel and Duncan - you are both worthy recipients, and it would have been lovely to announce these at the Christmas Party. Now we need to get you the trophies :)

Just to confirm, we have not held a Concours d'Elegance this year, so the Syd Hayes Concours Trophy will not be awarded this year.

So I think that just about wraps it up for the year. I know at this time I usually look back over the year at the highlights, but to be honest there are so many, and the year has flown by so fast, I think I might be here some time trying to pull it all together. So all that is left to be said is to wish all of you and your families a very very Happy Christmas, and a happy, prosperous and fun New Year.

Keep it safe, upright and on the blackstuff, but above all else, have fun!

Pip pip

Ashton

From the Editor Tom Devitt



Well the end of another year. My thanks for all the encouragement and support from members over the 2018 year. Many thanks also to all of the contributors who have sent me photos and articles, your input makes for (I hope) a readable publication. Major thanks also to my darling wife Donna who faithfully proofreads every edition before it is unleashed. More often than not, my unbridled use of apostrophes has got a little out of hand and needs



An example of incorrect apostrophe use!!

to be reined in!

I am sure that part of the love of our quirky little cars is the history of the marque and this is often borne out in some of the photos that have captured unique moments frozen in time. One of my favorites, totally because of the 2 people in it, is the Jackie Oliver crash scene in the warmup to the 1986 French GP at Rouen. The Lotus mechanic looking on the wreckage in despair and dread at the work that is going to be involved in rescuing even a small amount of a terribly expensive car. Jackie Oliver hands in pockets with what looks like a smug 'F..k-off' look, but is probably a very brave face as he had, a short time earlier, certainly cheated death. Anyway, you can read all about it on page 20.

I hope lots of you have booked for the Lotus 2019 on the Sunshine Coast during April next year. Donna and I will certainly be going. Many of the past events organised by the Queensland club have gone into legend and I am convinced this one will join them.

Speaking of bi-annual Lotus get togethers, it is NSW's turn next in 2021. If you weren't at the Lane Cove Christmas party, you would have missed Ashton telling us that this will be in Tasmania. Additionally, it will be breaking from the traditional Track-day, Concourse and Gala Dinner/ Surprise Guest format. More details later on next year. However, as you can understand, this is going to be a massive organisational challenge, so if you are up to assisting on the organising committee please give it some



thought and contact a committee member to register your interest.

I get to have a month off now so will be back again in February next year. So that's me for another year, I will leave you with this thought. Don't you hate that awkward moment when you realise that Santa Claus has the same wrapping paper as your parents!

All the best for Christmas and the New Year

Tom

Targa Great Barrier Reef

Report compiled by Seth Reinhardt

Targa Great Barrier Reef was held over the 31st of August to the 2nd of September, 2018, bringing Targa to Queensland for the first time. It also brought nineteen Lotuses to Queensland, with nine teams driving the tour and ten tackling the competitive classes, all supported by Lotus Cars Australia. We caught up with a few of the drivers to find out what it was all about.

https://youtu.be/GuCd7iKGx8E

Martin Duursma: "Between Tour, TSD Trophy, GT Sports Trophy and GT2 it was one of the strongest Lotus showings at a Targa event yet. In GT Sports Trophy we had a good shot at locking out the top five at one point."

"When I started out and we did our first Targa Tasmania, I think we were the only Lotus. I started encouraging Simply Sports Cars to get back into Targa four or five years ago and they really embraced it. Along the way Lotus has grown to become one of the most active marques."

"Targa's wonderful in that anyone can get into it. You can start in tour, which is very relaxed, do TSD and then Sports Trophy and move into full competition if you want."



Jeff Morton's been steadily progressing his rallying in recent years. This year he stepped into open competition for the first time, competing in the Rookie Rally at Targa Tasmania. He won that with an impressive thirteenth outright, so we were looking forward to watching his progress at Targa Great Barrier Reef.

Jeff Morton: "In the world of tarmac rallies there's a guy called Bernie Webb who runs Smoothline, a business doing stage notes for rally drivers. Through this business, he's become a bit of a co-driver whisperer, so I mentioned to him that I needed a navigator for Great Barrier Reef."

"It turned out that Cameron Reeves, who's won Targa Tasmania and Targa High Country, was available. He had been chasing the win in Targa Tas earlier this year when they crashed out on the last day, so his usual driver wasn't going to Great Barrier Reef."

"An opportunity presented itself for us to have a conversation and we went from there. It was an amazing opportunity to get someone with his experience into the car to help me step my rallying forward."

"This was the first time that Targa Great Barrier Reef had been run, which made for a more level playing field as we were all going in fresh. At Cameron's suggestion we flew in a few weeks early to do recce. He recorded everything and when we got back he worked through the footage and continued to refine our notes."

"We got to the event on the Monday, hiring a car and continuing our recce. This time we focused on stages that we thought were more important and could track changes since we'd first been there. By the end of that process we had notes which we were very confident in."
Mark Meletopoulo's navigator Scott Meletopoulo didn't have quite so much experience in the car, but that didn't hold the father and son team back much.
Mark Meletopoulo: "Prior to Targa High Country in 2017, Scott had never laid eyes on rally stage notes. He had to learn it all from scratch. It was also his first real taste of motorsport. I 'spose I should be a little kinder and let him drive my car on the track!"
"Scott had the added problem of securing time off work, so he didn't actually get in until Thursday morning. We went straight into the logistics of the event, doing scrutineering and paperwork, and didn't have much time for recce."
"I take my hat off to the navigators, to Scott. Most of the time the nav has his head down staring at notes and somehow they manage to know where you are and they're calling three or four corners ahead and reminding you of critical information. All I have to do is listen to him and drive a nicely-handling car."
Martin Duursma: "We went up there with big expectations for the first Targa outing of the new Exige Cup 430, especially after tying first at High Country last year and winning Targa Tasmania. We were aiming for the podium, but it wasn't to be."
"I had the car set up too soft on the first day and the ride height was wrong, which led to us losing a lot of time. We improved the setup as we went and our times came back on the second and third day, but we weren't able to claw back the gap to the front."
Jeff Morton: "I went aggressive on the tyre strategy, running softs all 'round. On an Exige the rears tend to wear almost two-to-one to the fronts. I knew that the softs would make the distance up front, and because the rally was shorter I decided to manage softs on the rear as well. The main concern with softs is not to overpressure them, which accelerates the wear, particularly in the middle of the tyre."
"Cameron asked my goal going in to the rally. He was there to participate in the first ever running of the event and to get some experience for next year. I wanted to have some fun and learn from him."



"Since I'd been 13th at Targa Tasmania I hoped for a top 10 overall and top five GT2. At Targa Tas Paul Stokell had been fourth or fifth outright and third GT2 in an Exige V6 - about ten minutes ahead of me. That showed me what the car was capable of and gave me a long term goal."
"We had decided not to look at times, but at the end of the first stage someone came up to us and told us that we'd placed third. That was a surprise! It was our first stage as a team and I felt I'd left time on the table. At the end of day one we were third outright just a little behind Stokell and the Whites in the Viper, with some clear air to fourth."
"In the last two stages of day one there was a tight, narrow section made up of mostly second and third gear stuff. It was awesome in the Lotus and we managed to get second outright. We knew we were going to run it again on day two, so we went back that night, looked through the in-car footage and worked out exactly where to shift up to third or leave it in second, writing the changes into the notes."
https://www.facebook.com/JeffMortonRacing/videos/1136773503137101/
"On day two I went nine seconds faster and won the stage, which was my first ever outright Targa stage win. I actually made up 30 seconds and caught the car in front of me."
"We had another good few stages on that day and managed to catch and pass Stokell, so we finished the day in second just a second in front of him."

"At this point we had already exceeded all of our expectations and I didn't want to get involved in Stokell and the Whites' championship fight, so we just went out to have fun. Day three was the biggest of the rally, but it was unfortunately cut short when the event ran out of time for the road closures. Paul had just overtaken us, so it was a shame that we didn't get to challenge him, but we were still more than happy with where we were."

"My parents both came up for the event, and standing on the podium in front of my mum was really special."

Featuring three days of amazing roads and several stages that seem sure to become Targa classics, Targa Great Barrier Reef was particularly well suited to the lithe little Lotuses.

Emma Morley: "The roads up there were spectacular. I was co-driving with Alborz Fallah, and whenever we finished a stage he would proclaim that the roads were the best in Australia."

"After the Kuranda Range on Sunday he said "Forget going to Europe! We have range roads here that are on par with any other driving experience." That's an impressive statement coming from someone with as much experience as him."

Mark Meletopoulo: "The Exige, but Lotuses in general, suit the roads we found at Great Barrier Reef. They were very narrow and twisty, and left little margin for error. There were a lot of corners that you couldn't afford to cut or go wide."

"Our favourite stage ran up to Copperlode Dam and back. They were the tightest roads with the least margin for error. There were a few areas with loose gravel that were fairly exciting, but the Lotus is a stable car and it doesn't take much to get it settled again."

"The stages with lots of spectators sitting on the side of the road were also highlights. It's a unique experience. You'd come over rises or through corners and see all of the spectators watching the action."

"The car didn't miss a beat – it never does. The roads are a bit rough and the Lotus is low, so you have to be careful going through dips on occasion, but that's the price you pay for a machine that handles like ours does!"

Martin Duursma: "Great Barrier Reef may actually be more challenging than other Targas. One thing I didn't factor in enough was that it was so much hotter than other Targas we've done, and importantly more humid as well. We went through a lot more water, ran the air conditioning. You have to get your head around the heat."

Lotus Cars Australia provides a unique level of support to the Lotus community and the team has created a family and race team that anyone who drives a Lotus can be a part of.

Mark Meletopoulo: "The support of Lotus Cars Australia makes you feel like a rock star. The service team is waiting for you at the end of most stages, so you stop and they come and see you and check on the car, perform any necessary work and send you off to the next stage. At the end of the day in service they're crawling all over the car to make sure it's good and ready to go."

"It's an extraordinary level of support. All you have to say is "I'm not happy about this or I'm not sure about that" and they're onto it."



Mark & Scott Meletopoulo with their Exige S V6, thanks to Emma Morley / Lotus Cars Australia

"And then there's the social and everyday logistics side. They prepare the car and you just do the driving and in the evening come back to your hotel and a meal. It's amazing."

"To tell you the honest truth, that and the community are why I own a Lotus. I bought a car that I liked and then discovered this amazing community. The people who drive the cars and compete are a great bunch. They're always willing to help. It doesn't matter if they're your closest competitor – there's no secrets, no problem sharing experience."

"In the evenings everyone gets together and has a good time. The camaraderie is wonderful, everyone's friendly and there's plenty of joking and ribbing. There's a great spirit in the Lotus community, which applies to the track and social events as well."
Martin Duursma: "We're a Lotus family group and everyone supports each other. Even though we compete with each other during the stages, out of the car we're always joking and having fun."
"We joined in the opening night dinner, which was a fun night and a great opportunity to meet all of the Lotus people. We also went to the celebratory dinner on the final night, which was at a nice restaurant down by the harbour. Both were extremely well organised and a lot of fun."
"Targafest on Saturday night was a highlight for us. All the cars were parked along the Cairns Esplanade and it felt like the whole town and then some turned up to check it out. Cairns is definitely a car place!"
"The other element that elevates the event is the support of Lotus Cars Australia. It's a big deal – they organise transport, servicing, food and accommodation and take care of a lot of everyday organisation so that you can focus on the event."
"They do an awesome job and work hard to bring the community together. I don't think any other marque supports all the categories like they do. No matter where you are, you're effectively part of a factory-backed effort."
Jeff Morton: "I'd like to send a big thanks to Cameron. He was awesome!"
"Also to the whole team at Lotus Cars Australia - Emma and Richard and the entire service crew. So much organisation goes into what they do and the event being so far away created an even bigger logistical challenge. The number of cars they are supporting just gets bigger and bigger and they do it so well. It's truly awesome being a part of that team and community."
Emma Morley: "Targa did an amazing job of organising the event. The atmosphere in town and the people who supported the event were just incredible. It was even better than other Targa events I've been to."
"Targafest on Saturday night on the Cairns Esplanade was brilliant. We had all of the cars on display and something like 25,000 spectators checking it all out, with person after person walking by going "Wow, this is amazing." They were so welcoming."
"Lotus Cars Australia sent a support crew up for the event. Our support van left Sydney and drove to Cairns towing one of the race cars – that by itself was basically a three-day effort. We trucked most of the tour cars up there, with some drivers driving their own cars. All of the competition drivers trucked their cars up."
"We had eight crew including representation from Lotus Queensland. Scott Robinson, Richard Gibbs, Stuart Mak, Richie Kearney (head race mechanic), Nick Ray, Harley Boskovic, Alastair Noble and myself (Emma Morley)."
"It was so nice that we all travelled so far together, put in this massive effort getting to the event and everyone had a great time and produced such incredible results. The whole Lotus team pulled together and made it happen."
"We had an amazing celebration at the end of the event on Sunday night. I try and bring everyone together and make sure that we pull together as a team and enjoy the social side and interaction between the crew, competitors and tour. We think of the Lotus community as family, and that's how we take care of them."
With thanks to Martin Duursma, Mark Meletopoulo, Emma Morley and Jeff Morton.
Images thanks to Angry Man Photography and Emma Morley

Results

GT2
2nd – Paul Stokell / Malcom Read – Exige S V6
3rd – Jeff Morton / Cameron Reeves – Exige Sport 350
Both teams also finished second and third outright.
GT Sports Trophy
1st – Mark Meletopoulo / Scott Meletopoulo – Exige S V6
2nd – Mitch Rinquet / Darryl Rinquet – Exige Sport 350
4th – Tony Seymour / Sandra Seymour – Exige Sport 350
5th – Martin Duursma / Richard Wodhams – Exige Cup 430
10th – Mike Rider / Kate Rider – Exige S V6
TSD Trophy
2nd – Peter Taylor / Tristan Taylor – Elise S
3rd – Rob Bryden / Doc Lange – Exige Cup 380

2018 NSW, CLA Christmas party

Including our AGM and 70 birthday celebrations for the Lotus Marque

This past Sunday, the 2nd of December, 2018, over 120 members, guests and children caught up for a picnic in Lane Cove National Park to hold our Christmas party, an AGM and a celebration of Lotus' 70th birthday. Below are a few photos of the day, with huge thanks to Gino Valdes and Paul D'Ambra.



This year saw us heading back to Tunks Hill Park in Lane Cove National Park for a relaxed summer picnic. Resident connoisseur of good food Tom Devitt organised beautiful Christmas hampers, which we enjoyed most gratefully in the relaxed venue surrounded by a lovely display of our cars.



Thanks to Tom Devitt, Keith Edwards and everyone else involved in the organisation, and thanks to all of you, who came along to spend the morning together and celebrate a magic year.



Photos with thanks to Gino Valdes, Tom Devitt & Paul D'Ambra.

Seth Reinhardt


EXPERIENCE LOTUS







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.*

SA Lotus Talk

by: Andrew Stevens

photo: Andrew Stevens and SCCSA

An occasional contribution from our SA correspondent.

SA Lotus Monthly Run

November brings the late spring climate to the Adelaide Hills, with mild sunny days, before the onset of the hot weather that dries off the landscape. Despite the competition from the Lotus Only Track Day at Phillip Island, we had a good turnout of locals for the monthly run.

This month's run saw us set out from the Toll Gate at the bottom of the SE Freeway, heading for one of our regular haunts, the Meadows Bakery. After a blast up to Eagle On the Hill, our group leader Chris Burton threw in a detour via the narrow, and twisty Aldgate Valley Rd, which is perfect Lotus territory.



Hillclimb Champ Graham Smith brought out his 111R-S



The Meadows bakery is one of the popular destinations in the Adelaide Hills

Those who remember the Adelaide Grand Prix's will be aware that every year the assembled Historic garage would adhere to a road permit and do a semi closed road 'Climb To The Eagle', usually at anything but sedate pace. While the GP is no longer with is, the Climb To The eagle is still a regular fixture on the Adelaide calendar, and attracts a wide variety of vehicles. This year's climb had been held on the Friday before our run, so a blast up the twists and turns that at one stage was the main access road into Adelaide was definitely in order.

Meadows is a favourite destination for bike and car clubs heading out from Adelaide, and our perfectly timed arrival coincided with the departure of one of the bike clubs, clearing a space out the back for us all. David and Edwina Baird had returned from their cross continent expedition, while Wayne Macintosh was able to explain the cause of his car-stopping vibration at the last run. It turned out the one of the pad retaining pins had come loose and vibrated out, which required a little fettling by the RAA service tech to get him under way again.



The view from the passenger seat of Chris Burton's Exige, complete with Red Malalla dust

Tony Heard brought his recently restored Morgan fresh from its shakedown run (to Bathurst and back!).

Christmas Run

By the time you read this, our annual Christmas run will have come and gone. December 2nd will see us heading in convoy to Younghusband on the banks of the mighty Murray for a BYO Christmas BBQ. Last year's event was great fun and Richard and Heather Knight have again opened up their hacienda overlooking one of the most picturesque parts of the river for our enjoyment.

Adelaide Motorsport Festival

The same weekend as our Christmas run, is the annual Adelaide Motorsport Festival (AMF), which is getting bigger and more impressive every year. This year, touring car legend Allan Moffat will join other past touring car legends, including Richards and Bowe at the AMF, which uses the parkland section of the former GP circuit. One of the factory Porsche 918's that blitzed the Nurburgring lap record will be there along with a raft of cars from F1 down.

One of the great parts of the lead-up is to see what sort of promo video the SCCSA will create, after last year's scenes of F1 and Group A touring cars blasting through the Henley Beach Rd underpass, and opposite locking through Victoria Square. This year's video is another masterpiece combining a Leyton House March F1, the new Brabham supercar, and both The Bend and South Rd Superway, in a short film called 'Race to The City 2018'. Check it out at https://youtu.be/J3AMz1gQnz0

All British Day 2019

One of our major annual events is the All British Day (ABD) held every February at the Echunga Recreation Reserve in the Adelaide Hills. This year's will kick off on Sunday 10th February, and the Lotus display is always well attended. This year's ABD is celebrating British motorsport heritage. Of course Lotus played a big part, from Formula Ford to Formula 1, and from British Touring Cars to Le Mans and Indianapolis. From the early days at Brooklands in the UK to other international circuits including Australia. Britain played an important role in motorsport, and still does. The organisers expect to have on display an eclectic cross-section of British cars and bikes that played their part in motor sport history.

January Run

While some may still be sleeping off Christmas and the New Year's celebrations, our first run of 2019 will depart as normal from the Sikh Centre carpark at the bottom of the SE freeway (near the Tollgate) at 9:00am on Sunday 6th January.

May you have a very Lotus Christmas. See you all in 2019

Andrew Stevens



It's not a Lotus but it is British. Tony and Patricia Heard's newly restored Morgan supplanted the Lotus this month



Two generations of rear engined Lotus supercars - Dave Peters Esprit and Chris Burton's Exige Roadster at the November run.

CLA Member Brian Caldersmith is awarded life membership to the Historic Sports and Racing Car Association



HSRCA President Richard Cardew presenting Brian with his award

At the October AGM of the Historic Sports and Racing Car Association, Brian Caldersmith was the committee's nominee for life membership. The members of the meeting must approve it so it is put to th vote on the night of the AGM. It was hardly necessary because as soon as his name was mentioned the meeting erupted in applause and a somewhat surprised recipient came forward to receive the award.

(HSRSA November newsletter)

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.

The Federation Tour 13-20 October 2018.

By Alastair Browne

The Federation Rally takes place every two years in Victoria organized by one of their member clubs. Two years ago it was based in Mildura. This year it was organized by the Good Times Motoring Club of Yarram.

So where's Yarram? In all our touring of Victoria we have never been to Yarram. It is not far from Sale in Gippsland about 960 kms from the Northern Beaches. It was known as Yaram Yarram until 1924 and its aboriginal name was thought to mean 'Plenty of Water' as it was originally settled on swamp land.

There were 73 cars booked in for the event and I was the unelected leader of 6 cars from Sydney environs including Bill Bush (1981 Ford XD ESP), Bruno and Lorraine Garbeis (1971 Ford ZD Fairlane 500), Allana Flynn (1979 Porsche SC), Ron and Barb Paull (1964 Holden EH Special) and Mark Hertz and Maria (1972 Mercedes SEC 380)



The Sydney gang and their cars

So we met up at the Pheasants Nest servo on Friday 12 October for a cuppa before leaving for a picnic lunch at Lake George where the wind was strong enough to blow a dog off a chain. Our first night was spent at Cooma in a rather run down motel but the rooms were huge, the aircon worked well and the beds were very comfortable.

The next morning we set off for Yarram and what a long way it was but we stop often to refresh ourselves. Most of us were booked into the Yarram Caravan Park staying in cabins which were tiny but most comfortable. That night was the official opening of the Tour with Dinner at the Ship Inn (but only after we had our Happy Hour at the Caravan Park which was to be a nightly affair prior to dinner).

This was the start of a gourmand's paradise. Every Dinner, Morning Tea and Lunch provided were of a very high standard.



A couple of very nice Jags, an XK150 and an S type

On Sunday we travelled to Tarra Bulga National Park. What a magnificent drive on very narrow roads. The scenery was outstanding and you could've been in the middle of no-

where. Apparently the Queen visited the Park some time ago. We were constantly warned about snakes but didn't see any.



On Monday we went to the Sale Botanical Gardens for Morning Tea and then to the Gippsland Vintage Motor Museum for lunch. There are 1200 members of the Maffra Museum and the car and bike display changes about every 3 months. Bill's car had a problem with the dizzy that day. Parts were ordered and it was all fixed in a couple of days.

Tuesday was a grim day. Wet and cool but we travelled to Trafalgar to see the Holden Museum and then onto the Old Gippsland Heritage Park where the weather improved – a bit. Wednesday was a Lay Day so what did we do? Nuthin'. It was good just to relax, look around the op shops of which there were 3 but not very good, read, do some washing and wait around for Happy Hour to begin!

On Thursday, after a display, a Welcome Ceremony by the Wulgunggo Ngalu Learning Centre took place followed by a 'smoking ceremony'. All very moving and well done. After Morning Tea and voting for People's Choice, it was off to Sale again to the Museum of Timeless Memories. Everything you could imagine had gone into this great collection reminding us of bygone times. How do people collect all this stuff? Personally, I am a great 'chucker out'.

Friday was our last full day but we only travelled a short distance to Port Albert. The Maritime Museum may be small but had in it the most interesting stuff. Then we travelled to the historical Tarraville Church which is listed on the National Estate Records as Victoria's second oldest timber building having been completed in 1856. It is a rare surviving example of drop slab construction and no nails were used. It is in very good condition.



The Yarram Pink Panther (AKA Alastair)

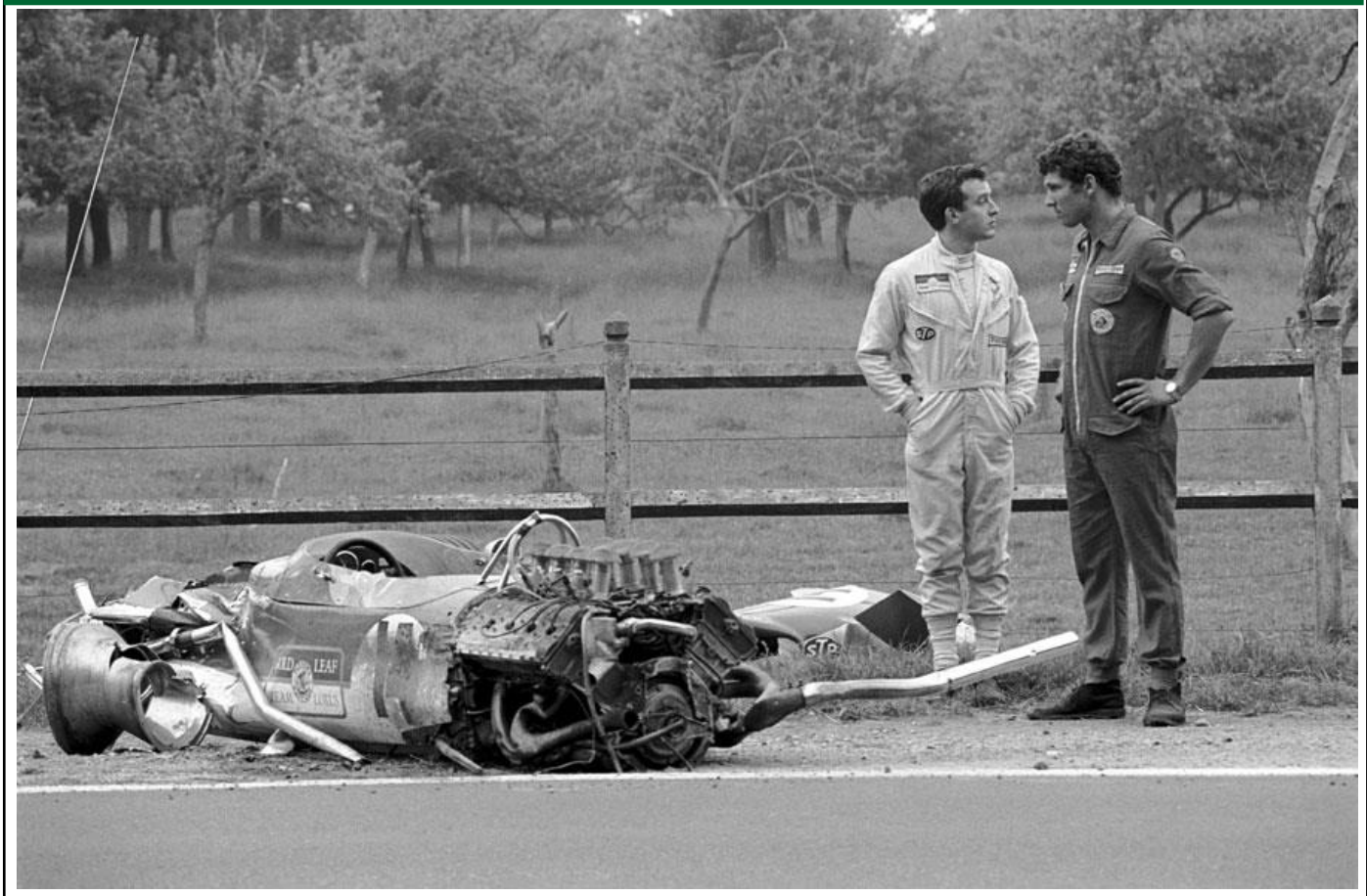
We then travelled to Toms Cap Winery at Willung South down some of the prettiest country roads we encountered for a gourmet lunch. The vineyards are surrounded by the beautiful forests of the Strzelecki ranges. That night we all met up at the Ship Inn again for some Fancy Dress and dancing.

Saturday was Departure Day and it was not long before the weather deteriorated. The Sydney contingent stopped quite a few times but the weather was daunting. We finally made it to Queanbeyan where huge King-size beds awaited us.

Sunday 21st dawned a beaut day and we drove the quiet country road via Braidwood to Goulburn. I thoroughly recommend this road which goes via Wakefield Park Race Track. Then it was back home in time for lunch after a most magnificent trip. Many thanks to the Good Times Motoring Club of Yarram and to all the participants who enjoyed fun, frolics, great food and a little grape juice.

Alastair Browne

Jackie Oliver, Rouen 1968



This photo was taken 50 years ago this July past. It is one of those iconic Lotus photos that has always had a special place for me, almost certainly because of the 2 people in it. The Lotus mechanic and the young Jackie Oliver. The poles-apart looks on their faces and their body-language stances, allows me to take constant delight in imagining thought bubbles emerging from them.

At France's now forgotten circuit, Rouen-les-Essart on the 7th July, the 1968 French Grand Prix was run. On the previous day, the organisers, after many complaints agreed to allow an untimed practice session early on the Sunday morning.

As the teams gave their cars a final tweak for the race, Jackie Oliver in his Lotus 49 became the first major casualty of the weekend. He lost control on the straight before Paradis, the car turning left at 120mph and disintegrating. Oliver was knocked unconscious but otherwise was unhurt. There was some conjecture as to what had caused the accident, Oliver himself was convinced something at the rear of the car had broken, but it was also surmised that the rear wing could have caused the accident

In an interview with MotorSport magazine in July 2007, Jackie recalls the time. "So I turn up at Rouen for the first test and there's Colin holding a round tube he's flattened in a press. He'd had the lads weld a couple of bits of tube either end of this aerodynamic section, got some bushes which were Austin suspension mounts, stuck them on and constructed the uprights so they'd take the extra load. There were no endplates because at the time no one knew about slip-off from the side of the aerofoil.

"The thing wobbled about all over the place, and I'd had a few issues with Colin over components breaking in the past, so I mentioned that it didn't look too strong. 'Lad, when you take off in a 707 the wings go up and down: they need to be flexible or they break. Three laps later I had the biggest bleedin' accident you'd ever seen".

The car speared off the circuit towards a set of wrought–iron gates, but continued spinning and went back across the road, hit the parapet and tore the gearbox off.

"Colin came running over with a mechanic once the dust had settled, asking what had happened, and specifically what had I hit. Of course, being a young driver, I immediately thought he was blaming me, so I told him I'd hit nothing. He then ran back to the pits assuming the wing had pulled the gearbox off the engine, told Bruce McLaren the problem and said the wings were too dangerous to run. Which of course was complete nonsense, and he gave me a right bollocking afterwards."
As the years went by, there was a bit of a story that when he came to after the smash, in front of some large, imposing gates Jackie thought he'd gone upstairs. In the interview, Jackie confirms its basis in fact.
"It's true. I was thrown out of the car, back in and when it all stopped all I could see was this winding path and these cows grazing either side. And I thought 'Hello, I've arrived, this is rather nice'."
The following year Oliver decided to join BRM and additionally his model wife was the glamour girl for the team's sponsors Yardley. Dogged by unreliable and noncompetitive cars, this year and the next effectively saw the end of any hope for Jackie as a Formula 1 champion and in 1970 he was sacked from the team and in



Lyn Oliver, Jackie's wife and Yardley model, at the 1970 Monaco GP. Note the fag in the left hand!!

1973 he spent an unsuccessful season with the Shadow team
In 1977 He, along with 3 others formed the Formula1 team Arrows but met with little success. In fact they sadly became infamous for competing in 382 Grand Prix's without a single victory.
During his driving career Jackie Oliver won both the 24 Hours of Le Mans race and the Can-Am championship
Tom.

Cover Story

Sunbeam Talbot Lotus 2.2 1979

Sunbeam Lotus 2.2 1979 Chassis no. AL 204 536 Was auctioned in Italy recently.



Rare 2.2 Lotus Engine

It was first registered new in France on 4th December 1979. It sold to its second owner on 28th April 1989, and to its third on 16th March 2009. It has always been French registered.
A very rare example of the 2.2-liter Lotus version of the Talbot Sunbeam in its most admired black and grey livery.
This is the model that made the name Henri Toivonen famous, and also won the 1981 World Rally Championship.
The bodywork of the car was completely restored in 2013 by UK-based Fully Loaded Cars, the specialists recommended by SLOC (the Sunbeam Lotus Owners Club).
Engine and gearbox were overhauled in England, by Skip Browns Cars.
The car was sold complete with numerous documents and receipts.
It has never used for racing, and never been modified or prepared. It has never been lowered and the wheel arches are the original ones. It is very rare to find this model in such conditions.
The four-cylinder, sixteen-valve, 2.2-liter engine capable of generating 150 BHP. Five-speed ZF gearbox.
A legendary model among rally enthusiasts. It was sold as a perfect example of a road vehicle that, with virtually no modification, could compete in races and win.



S It was sold at auction for 30,000 Euros in November 17 2018

QUOKKA TALK, NOVEMBER 2018

By Steve Pretzel, Photos thanks to Ellie Hamilton

FIBBER MCGEE'S

Our monthly meet 'n' eat tends to involve a short drive to a local eatery, and this month was no different. The Irish Pub self-proclaiming to offer 'the best steaks in Perth' was the selected destination, so with Steve Pretzel leading the way we took off in precisely the opposite direction!

There was, however, method in Steve's apparent madness, giving the Lotus fleet an entertaining drive through the sweeping bends of Perth's ritziest suburb, Dalkeith, following the contours of the Swan River. A complete 180 at the roundabout in Claremont and it was back the way we came.

Fibber McGee's lived up to its reputation for steaks, and a good meal was had by all.



Lined-up-at-Chidlow-photo-Ellie-Hamilton

HULLS AND THRULLS

Our plan to rotate leadership duties for our monthly Early Morning Runs (EMRs) has been working well this year, and for the second time this year it was our Kiwi mate John Edmondson leading the way.



Lunch-was-at-Mandoon-Estate-photo-Ellie-Hamilton

A goodly turnout of cars assembled at Guildford, including newcomers Janet & Pete from Mandurah (welcome!), John in his Ex-

ige, Lena and Adrian, Mike and Ellie fresh from their adventures at Targa High Country, Ian (sporting new wheels and hardtop), Paul and Carolyn, and a Chrome Orange trio of David & Dawn, Justin, and Steve and Ali.

It was also great to have David Nolan back in the group. David was able to time his holiday in Perth perfectly for the EMR and eagerly took the opportunity to ride radio for John in the lead car.

The route was an EMR classic. Up into the hills at Darlington, through Mundaring and Mt Helena then across to Chidlow for a rest stop.

Then it was across to the classic O'Brien Road, the 'rollercoaster' and the Brigadoon hilltops before descending from the scarp, into the Swan Valley and to our destination of the Mandoon winery for pizzas and beer.

Yet another excellent EMR!



Answer to last months "Now who Said That?"



Our reigning champion Anne Blackwood got this one again It was Sir Alex Issigonis.



Apart from the Morris Minor Alex Issigonis was responsible for the 3 vehicles that almost saved the British Motor Corporation. The Austin 1800, the Morris 1100 and the 850 Mini and its variations

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 (and its dead easy!!)

"Yes, I was good enough to be a professional driver, but I didn't have the talent for the big prizes. Maybe if I'd won a grand prix I would have won many more, who knows?" The smile again, and this time he looks into the distance. "I started my own team because the phone stopped ringing."

Winner announced February, so you've got 2 months to work it out

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

CLA NSW 2108/9 Diary

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
	30,31/ 03/ 2019	HSRCA	8.00am	Wakefield Park
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
	8/06/2019 , 9/06/19	HSRCA	8.00am	SMP (TBA)
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
	Saturday, 27 July 2019	Lotus Lunch	12.30pm	TBA
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
	Sunday, 15 September 2019	All British Day	8.00am	The Kings School Parramatta
October	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	Saturday, 26 October 2019	Lotus Lunch	12.30pm	TBA
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	Gough Whitlam Park Tempe
	16,17/ 11/2019	HSRCA	8.00am	Wakefield Park
	30/11/19 , 1/12/19	HSRCA	8.00am	SMP
December		CLA Christmas Party		TPA

CLA SA 2018/9 Diary

Month	Day Date	Event	Time	Location
December	Saturday, 1 December 2018	Adelaide Motorsport Festival	8.00am	Victoria Park GP Circiut
	Sunday, 2 December 2018	December run and Christmas BBQ	8.00am	the Murray at Younghusband
January	Sunday, 6 January 2019	New Year Get together	9.00am	Sikh Centre carpark
February	Sunday, 3 February 2019	Lotus All Comers	9.00am	Sikh Centre carpark
	Sunday, 10 February 2019	All British day	8.00am	Echunga Recreation Reserve
March	Sunday, 3 March 2019	Autumn Lotus All Comers	9.00am	Sikh Centre carpark

For Sale

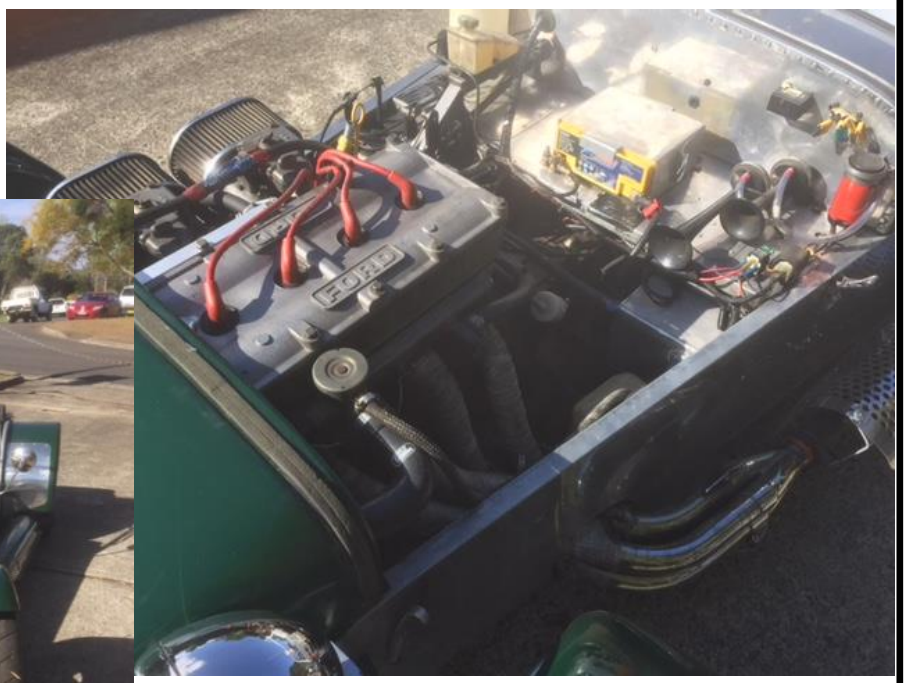
Caterham BDR 1600



!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

$32,500.

Brian Sutton brianrsutton@bigpond.com 0412996134





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



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

4 Pirelli Cinturato tyres 145HR13 to suit Lotus Elan etc. Purchased less than a year ago from Longstone Tyres UK and they have only travelled 1500 gentle miles, no track work. Landed cost was $970. Price? Open to a sensible offer. Richard Carter 0409993606.



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: _____