March 2019

Chunky's Chatter



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



Inside this issue

- First round of the CSCA, the Lotus round, the report from the Motorsport committee.
- Lots of interstate news
- The car that sealed the Motor Racing future of Lotus the Mk VIII celebrates 65 years
- The Gosford Motor Museum (Caryard) closes

Club Lotus Australia
March 2019

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. From a WA Early Morning run. Single file crossing Canning Dam. See article Page 6.

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



I'm just back from the first round of the CSCA Championships, proudly and very, very capably organised by CLA. I have to say that every year we raise the bar on the efficiency of the organisation of these sprints, and the consequent fun enjoyed by everyone. And this year was a remarkable triumph for the outstanding Motorsport Committee - Mike Basquil, Dave Mackie, Mel and Gino Valdes, Craig and Cathy Shepard and Jen Hogan - thank you all, it was a belter! Even if I was in the "rather slow" category for the day. As in previous years, all the runners from CLA participated in the organisation and marshalling, and for that, my very grateful thanks. Particularly I would like to recognise Brett Stevens, Peter Klumper and Brian Sutton who, despite not running in the event, made the trip down to Wakefield to marshal. Thank you gents, that was commitment way beyond helpful. And thank you to the 33 members who ran, out of a total of 95 runners and riders on the day - an outstanding turnout, and it was lovely to see so many of you there. What a great day.

So that is our sprint in the bag for another year, and we are off and running for the season (even if I will miss most of the fun for May, June and July while I am away!)

Last month's Sydney Tyre Kick and Coffee, while well attended, was possibly not the best choice of location, so we are going to try an alternate approach, and move the location around until we find somewhere (or possibly a selection of options dotted around) that we can use on a regular basis. So this month, we are taking the recommendation of two members (who shall remain nameless until it proves a success!), and are going to meet at the **Kokoda Cafe, Rhodes Park, Killoola St, Concord West NSW 2138** kicking off at **9am on Sunday 17th March**. See you there I hope.

I'm also thinking we might get shed visits up and running again. I'm happy to open my shed up to lead by example (now that I've got rid of the temporary residents, the termites) but if there are any others who would be willing to have a shed visit, and organise pizzas and soft drinks (subbed by the Club) for the members that turn up, please can you get in touch with me or any of the committee, and we'll pull it together as an occasional event. In the meantime please put **Tuesday 9th April** in the diary for a shed visit to my garage before we get too close to D Day (departure day!). The Healey won't be there (she'll be on the high seas heading for China), but the Elan, Eleven and possibly the Elite will be in attendance (provided it isn't raining too hard).

As I might have mentioned once or twice (no harm in reminding you though, in case you wonder why it all goes quiet in a few months time), I am off with my co-driver Giles Cooper to participate in the Peking to Paris rally in June and July this year. As mentioned above, the car goes in a container in three weeks time (27th March) and I get on a plane two months later, on 27th May. I don't get back until the end of July, so I have asked Tom to synthesise from the various text messages I send him from the sat phone some semblance of order, and publish it as my PP. My apologies in advance if it is nonsense - that won't be Tom's fault. So please don't be surprised when there's a temporary hiatus in communications!

For those who haven't seen it, we have a blog (latest post here: https://austin-healeype-kingtoparis2019.blogspot.com/2019/02/0081-gidget-goes-to-sydney.html), which includes a link to the two charities we are supporting; Beyond Blue, particularly in memory of Maurice and Mark, and the Cancer Council of Queensland as Giles is a throat-cancer survivor. If you would like to support us in our causes, please follow the links at the bottom of the page on the blog - your donations will be most gratefully received by these two amazing charities. Gidget also has her own Faceplant page here in case you are on FB: https://www.facebook.com/austin.healey.73113

And normal service will resume when I return in time for the Shannons CMC Day, and Kings School All British Day in August/September respectively.

I think I've probably bored you all to death now with what is called in forum circles non-Lotus related (NLR) stuff, so I'll get this off to Tom and Seth, and look forward to seeing lots of you at my shed visit in April (I hope!).

Meanwhile, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor
Tom Devitt



Hi everyone and welcome to the March edition of Chunky's Chatter. A bit of a smaller edition this month as I have a few health issues and was miles behind in my preparation anyway.

We clock over another milestone this year with the design and building of the Lotus VIII , Sixty Five years ago. This car, its concept and its design and construction, changed Lotus from a maker of specials into a fully-fledged Racing Car manufacturer and set the stage for its immense and continued success on the track.

The first round of the NSW Motor Sport competition the Combined Sports Car Club Association (CSCA) was run early this month by Club Lotus at Wakefield Park. Thanks to the Motor Sport Committee of Mike Basquil, Dave Mackie, Mel and Gino Valdes, Craig and Cathy Shepard and Jen Hogan for another fabulous day of Motorsport.

Whilst mentioning Mel Valdes, we have the second part of her story with the 2018 Women's Motorsport development program, a very exciting and comprehensive program (and one the blokes could probably do with also)

Finally, many thanks to Ashton for inviting us around to his place, for a re-vitalisation of the Shed Tours. Details in his column and in the NSW Calendar





A couple of shots from Ashton's "Shed" to whet your appetite!!

That's about it from me

Tom

Gosford Car Museum (Dealership) closing



After less than three years of operation, The Gosford car Museum, now referred to as Australia's largest classic car dealer, is closing due to an ongoing dispute with the Australian Tax Office.

Set up in 2016 to be Australia's 'largest car dealership', the museum specialised in rare and unique vehicles, with the current collection having an estimated value of over $70 million.

The closure is the result of a "protracted dispute" with the ATO revolving around whether the dealership is "entitled to the same taxation exemptions as other motor dealerships". This centers around the ambiguity of whether if it was a Museum or a fancy car dealership.

"Despite getting the tick of approval from PricewaterhouseCoopers and indications from the ATO itself that the structure and entity fully complied with Australian taxation rules, the dealership has been caught up in protracted discussions with the ATO since 2016," Gosford Classic Cars said in a statement.

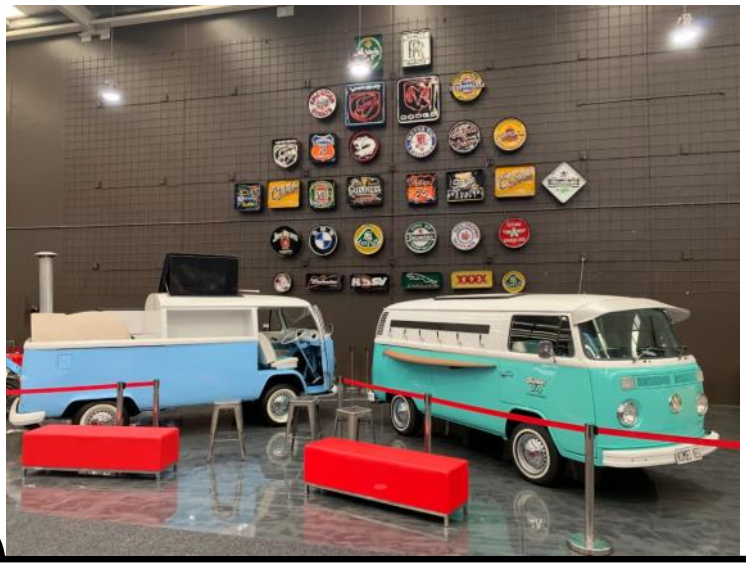
"The business has always cooperated with the ATO, diligently meeting its taxation obligations in full, and on time. In keeping with that (and despite their strong objection to the ATO's position) Gosford Classic Cars implemented all interim measures suggested by the ATO, immediately upon the ATO suggesting them."

"Those measures included dropping the word 'museum' from the trading name, not advertising the museum concept and dispensing with admission fees. Without admission fees and the ability to promote the "museum concept", the dealership has lost hundreds of customers. This drop in visit rate has had a knock-on effect on trade, with car sales reducing from up to 59 car sales per month to as low as just 5 per month,"

"The ATO's measures were intended to be implemented on a temporary basis. However, 12 months on and more than 2 years since the ATO's ongoing audit commenced, those measures remain in place."

Gosford Classic Cars said the closure of the dealership will come at the cost of over 40 jobs along with the "opportunity for significant additional employment" – the latter referring to a planned commercial development involving a seven-storey eco-friendly building which would create more than 200 jobs on the Central Coast.

Jason Fischer, Gosford Classic Car manager, said the decision to close the site is a "missed opportunity".



"The factors that set us apart from most used-car dealerships meant that the business was well loved in the region. This is a major loss for the Central Coast," he said.

"In a region where youth unemployment is above the national average, this represents a substantial economic loss for the region and a missed opportunity."

Gosford Classic Cars' remaining stock will now be sold in a predominantly no-reserve auction organised by Lloyds Auction House, scheduled for April 6th and 7th. .

The West Gosford premises, located on 3-13 Stockyard Place, is also now on the market.

Quokka Talk

From John Edmondson and Steve Glover with photos by Ellie Hamilton and Mike Hamilton.

Contrary to popular belief, we have not been in hibernation out west. In order to dispel the myth this months' Quokka Talk is a catch up of our first two EMRs of the year. Normal service will be resumed next month.

January EMR – Sunday 20 January 2019

by: John Edmondson

photos: Ellie Hamilton

It was a nice early start meeting 8am at the Guildford Train Station carpark. Today had a forecast of +40C, so for most it was roof on and air conditioning running as best as it can. 10 cars met for the run, one S1 Elise, two S2 Exige's, six other Elise's and one Ferrari. The run took us for a lovely drive up through the hills and down the other side of Kalamunda before heading south along Underside Road then Glenisla Road.



Having a dam good time



Single file across a closed Canning dam

A planned toilet stop at the Canning Dam had to be aborted due to all the dams being closed off due to the extreme weather. So, we carried on to the Albany Hwy for a 15km blast until the Jarradale turnoff. We stopped at the Serpintine Dam Cafe carpark for a half hour toilet and coffee break plus a short rest to stretch the legs. Back in the cars and the mandatory photo stop on the dam wall before driving out past the Karnet Prison Farm and onto the South Western Hwy. Still heading south we turned off at North Dandalup and headed up the hill towards Dwellingup, then down the other side for our lunch stop at the famous Pinjarra Bakery.



Arriving at the Stringybark Restaurant

February EMR – Sunday 17 February 2019

by: Steve Grobler

photos: Mike Hamilton



Cooking at 40 degrees

Thirteen cars and about 22 people assembled at Guildford Train Station in readiness for February's EMR – Elise's, Exige's, Esprits and a 7 replica. It was a very good turnout on a really nice day.

A visitor that did not join us on the run, but did join us for the pre-start social, was Steve who is a former member of the original Lotus WA club from the mid 90's. Steve had stopped alongside Robyn and John in traffic the day before and commented that he had the grandfather of Robyn's Exige in his garage - a Renault-engined Europa. Needless to say Robyn invited Steve to meet us for the EMR. Steve had a most interesting A5-size booklet, which was one of the 1997 Club Lotus WA newsletters. I would love to get a copy in future. Many of the member/ committee names in the newsletter were familiar to me, although few are still club members. An interesting blast from the past. I hope that Steve will re-register his Europa soon (it is in running order) and bring it along to show us! It's been in his family since the 70's I think.

A car that I was really hoping to see was sadly absent – a newly restored blue 1984 Giugiaro Turbo Esprit. It looks absolutely fabulous in the photo that owner Richard J posted the night before and this was confirmed by others that saw it at Coffee and Cars at UWA whilst we were all out driving. Our EMRs seem to clash all too often with Cars and Coffee - maybe we ought to factor that into future events...

So, it was my turn to lead the EMR, only my second time as leader. Those that have done it know it is a stressful task and hats off to those that excel at it. I was short of time, so had not been able to scout the route beforehand and I foolishly gave away my set of notes, thinking I could rely on my GPS. As a result I got lost very quickly in the suburbs before I managed to get us out to Bullsbrook and the start of the more scenic stuff in the Chittering Valley.

After a whip around the local roads surrounding Bullsbrook, which helped to avoid a large motorcycle troop on the main Chittering Road, we settled into the more relaxed open-road cruising through the Chittering Valley. It's a bit dry now, but still really beautiful countryside. Things were going well until one of roads I selected turned out to be a dirt road and so we had a few moments of confusion whilst we re-routed, but we couldn't avoid other roadworks in the area. Nevertheless, we arrived at Stringybark Winery bang on time for our English breakfast at 10:30am. Someone saw a kangaroo make a dash for it somewhere along the route, but thankfully no wildlife was harmed in the name of the EMR!

I decided to depart slightly from our normal routine and go for a breakfast instead of lunch, so we were all done by 12 noon. I had read in the newsletters that one of the eastern states clubs were in the habit of doing their EMR's in two parts – a morning run with a coffee break and then going on to lunch, so it was possible to do just the earlier part if that was the preference of some.

Some tips for future EMR leaders from my vast experience of two runs:

1. Scout the route ahead of time if you can, mainly to gain familiarity, but also establish if there are road-works or detours anywhere on the route.

2. Use a free web app called 'Plotaroute' to initially map out my route. This enables you to work out a distance and print out a set of directions without too much effort. I also use it to export a GPX file so I can follow the route on a GPX viewing app on my phone.

3. Whilst the phone app is handy, I found it best to use it in conjunction with my navigator, working off the printed notes. Although, I have been handing out printed notes, there's not really any point as only the lead car can lead!

4. Radios are handy if a few are distributed along the convoy, especially the tail car. Something with a range of more that 2-3km is preferred. I'm usually the tail car and I'm often out of range especially in hilly country.

5. It's worthwhile announcing turns and hazards ahead of time too. A tip on radios – hold the press-to-talk button in for a second before speaking, otherwise the first few (usually most important) words are lost!.

6. Regroup by pulling over periodically if anyone appears to be getting lost at the back – the tail car needs a radio for this reason, but if anyone loses the car behind them, slow down and let them catch up. The lead car can only see a couple of cars behind, so if everyone does this the leader quickly knows there's a problem.

7. The key thing when pulling off the road is to make sure there is enough room for the entire convoy to get off the road. Even the tail car can get stressed when the leader pulls off the main road to re-route and there's no room for everyone else behind to get off the road, especially when there's traffic bearing own!

8. Plan a toilet break for about 60 minutes from when you leave, (after 45 minutes of pre-start chatting and a coffee it's usually welcome), and announce it at the pre-start, so that if anyone gets completely lost they can head to the location independently.

Steve

CSCA Report: Round 1: 2nd March 2019: Wakefield Park

The Lotus Round

October 2018 was a long time ago! That was the how long the last round of the CSCA Super-sprint series was held, so there was much anticipation from competitors and CLA Motor-sport committee as the event approached.

The first round saw the introduction of a new class scheme to try and bring some parity between competitors, especially around modifications and engine sizes. After a little bit of head and bum scratching the classes seem fairly straightforward. It will be interesting to get feedback from members the deeper that we get into the season.

The forecast was looking good for the weekend – albeit warm, actually really warm. At least 46 competitors arrived on Friday and were scrutineered – taking the pressure off Saturday morning.

Saturday morning arrived cool and sunny, with 93 competitors ready and willing. 33 of these competitors where CLA members – from memory the largest Lotus contingent assembled in the CSCA. Even though it's our round – this is a great number – well done all.

The CLA members turned out in force to assist – even if they weren't running. Brett Stevens, Peter and Lachlan Klumper, Anne Blackwood, Cathy Sheppard, Mike Basquil and Neal Trama. Many of these members spent the whole day helping and marshalling - many, many thanks – you had a huge input into the success of the day.

As we gathered for the driver briefing, the Group 1 contingent were ready to go on the dummy grid – with the weapon of choice – a Lotii of choice – in the majority in a vast array of colours, engine sizes and series.

But wait there was movement before the off, with Duncan Andrews the 2018 CSCA Champion Driver seen driving back to pits – what? Have the S1's of Mackie Bros spooked him, has the Yella Terra of Leigh Fuller or the Green Machine of Martin Duursma sent too many shivers down his spine ??? Well nothing so sinister … it was a missing transponder, just one of those early season jitters and the right order was quickly sorted out.

The day progressed with a few spinners early, but as the track heated up this occurrence became a rear event – with the exception of one Queensland Registered Green Elise, that decided to play in the gravel and bought out the red flag. As the car and driver (Hello Mr. Mather) returned to the pits – it was obvious why the new shade of ochre wasn't a standard colour for S1 Elise's!

The CLA even pioneered a new sequence of groupings under the outstanding leadership of Kyle 'Doc' Lange. As the day progressed you normally fill up the grids with a mix of groups of similar speeds – like 1 and 2. But as an 'ideas' man, Doc decided why not make it super-efficient and bring together groups 5,6, 7 and 8! So impressed was the Clerk of Course that Doc received a personal visit on the grid to thank him for his efforts, but to relay the message that he was way too ahead of his time. Order was soon re-stored – amongst some 'friendly' CLA banter and air-kisses. (To be fair – Doc was trying to sort out the only hiccup of the day that happened before he got there – but never let a 'Doc' opportunity go to waste!)



Ashton Roskill on his way to a 1.09.9 lap

to sort out the only hiccup of the day that happened before he got there – but never let a 'Doc' opportunity go to waste!)

So onto the results!

Fastest marque car of the day was 'Mr Transponder', Duncan Andrews with a 1:04:2 – what a great time – well done Duncan. (Also fastest in P2). Next up was the Green Machine of Martin Duursma in the Cup 430 with a 1:05.2 (fastest in M3), Tim Mackie was next in the S1 Honda Elise with a 1:05:4 (fastest in R1). The '1:05' brigade was rounded out by Leigh Fuller with a 1:05:7 (Fastest in P3). The close sprinting between Martin and Leigh was fantastic and had many a punter on their feet – it's great to see how close these combatants are at speed.

Mark Meletopoulo had a great run and set a 1:06:6, followed closely but the mercurial Syd Reinhardt with a 1:06:9 in the S1. Syd never ceases to amaze with these great times. Dave Mackie set a 1:07:180, closely followed by the 'Brown Bomber', Barry Maher with a 1:07:187 – ooh so close with Dave.

Len Goodwin set a sensational time with a 1:07:5, all Len wanted was a time in the '7evens'. He certainly did that with superb and consistent driving (fastest in CD1 – pre 1986 competition cars).

Liam Sheppard came home with 1:08:2 and was close to his PB (fastest in M2), almost a second clear of the 2nd place competitor. Graham Burton posted a 1:08:8 in the Hawke FF, Peter Deller (1:08:9) and John Deller (1:09:1) both in the Commodore, so that family rivalry is alive and well – great times.

Peter Taylor finished with a 1:09:1 and was nudging so close to the 1:08's all day. It will be there next time. Brendan James came in with a 1:09:2 – a great time as this was the first shakedown of the Cup250 since Targa High Country.

Kyle 'Doc' Lange came in with a 1:09:2 – a terrific time and was the fastest in M1. Well done 'Ideas Man'. Steve Madden set his PB with a 1:09:3 and his excitement was there for all to see – great job Steve. Rex Hodder was also shaking down the car and came in with a 1:09:7. "Always On It" Ashton Roskill posted a 1:09:9, followed closely by James Kinghorn with a 1:10:4. Ashton and James battled it out all day and it was great to watch.

Gino Valdes posted a 1:10:7, David Hogan a 1:10:7 and the immaculate Banks Europa of Terry Waugh posted a 1:11:4 – a great time, a great car and a great driver. Craig Sheppard posted a 1:11:8, Keith Edwards a 1:12:1 and Phil Easterbrook a 1:13:1 – we believe that a least 1 time was a PB here.

The next driver, could very well be the CLA driver of the day. Ryan Lange (son of Doc) was attending his first Supersprint. He started off tentatively and continued to improve during the day. Doc was never far away mentoring the young Lange and Ryan set his fastest time of the day on his last lap – a 1:13:6. Brilliant result Ryan – well done. It should also be noted that on this last lap – Ryan 'dragged' a track focussed Commodore down the straight – piping it by half a car length on the line. Big smiles by the Lange family all round!

John Culvenor's immaculate S1 Elise posted a 1:13:8 and Peter Wolsey came in with a 1:14:0.

Jen Hogan posted a 1:15:6 in the Super 7 – a great time to win the AB1 class – great seeing Jen and this car on the track. Dennis Brady posted a 1:15:6 with Mel Valdes with a 1:16:9 – a PB – great stuff.

Gemma Gibson, well known to us all was also attending her first CSCA event and posted a PB with 1:20:0. A terrific time – well done Gemma.

None of this would have happened without the herculean efforts of Dave Mackie and Mel and Gino Valdes. These folks had everything organised so it ran like clockwork (yes an analogue clock!) You guys make the CLA look good.

A big thankyou to all the CLA members who volunteered before and during the day. Nick (Clerk of Course), said to a few of us that the CLA event is the best organised club event of the year held at Wakefield and only one of a few club events that he officiates at.

So that's a wrap for the CLA CSCA event of 2019 – the next event will be at SMSP (South) on the 14th April hosted by the Sprite Car Club. We look forward to seeing you there!

Yours in Motorsport,

The CLA Motorsport Committee.

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.*

Sixty-Five years ago, Colin Chapman produced the almost perfect sports car and the one that sealed forever the Motor Racing reputation of Lotus Cars.

Over lunch in late 1953, with his friend Adam Currie, Colin was studying a booklet describing how to make a chassis with a minimum number of steel tubes (Sound familiar). When the original drawing, produced of a paper serviette by Chapman, then surreptitiously made its way to the De Havilland Design Office and Gilbert (Mac) McIntosh. Mac was so fascinated with the ingenuity and inherent strength of this very simple design that he very soon joined the team and the Lotus VIII was on its way.

The spaceframe chassis for the Mark VIII has been described as "the most nearly perfect sports car chassis". Extremely light (the total weight of the frame alone was only 35 lbs.) and very stiff, the frame consisted of only nineteen members and was fully triangulated. However, from a practical point of view, the frame had limitations, mostly regarding maintenance. For instance, to install the engine, it had to be disassembled and then reassembled inside the frame-work.



The first prototype Lotus VIII (SAR5) still operational in the UK

The spaceframe retained the divided front axle independent suspension that Chapman had employed on his earlier cars, and used a de Dion layout with inboard brakes at the rear. A modified MG 1500 cc engine and transmission were installed, and a stressed under-tray further stiffened the chassis. A completion date for the Olton Park meeting on the 10th April 1954 was set and work started on the 28th December 1953.

This car was the first Lotus that incorporated a fully enclosed aerodynamic design. Chapman's basic requirements for the design were for a car weighing 1100 lbs. powered by an 85 bhp engine with a maximum speed of 125 mph. The de-sign of the fabulous body was mostly attributed to the aerodynamic design of Frank Costin.

To perfect this, Frank, working late at De Haviland's after everyone else had gone home constructed an elaborate con-traption that passed as a very early wind-tunnel.

He built this thing, starting with a turntable and a plywood box to which he attached several of the high-pressure hoses from the Havilland pressure air system and was able to establish a relatively even flow of fast air over the turntable.

The model of the Lotus VIII sent to Frank by brother Mike, has a layer of plasticine applied to it so the contours could be adjusted. With the pressure hoses switched on this bizarre experiment began! He began to rotate the table to simulate yaw. He quickly added tail fins and in the end was surprised how large the finished out to be.

At the time the shape was outstanding in the world of sports cars. Colin was at first a bit taken back, but when he saw the shape of the new Mercedes Benz GP car, which looked very like Franks model, Colin gave it the go-ahead. Williams and Prichard were given to job of making the body.

Of course Williams and Prichard became synonymous with building the exotic shape of many of the early (Pre-fiberglass) Lotus cars, but it was an interesting early story. Charlie Williams and Len Prichard stated pre-war making parts for London based coach making shops. During the war the coachbuilding shops all were employed making parts for Spitfires. After the war, the whole of the coach-building industry virtually disappeared so Len and Charlie set up a small business doing accident repair. Then a chap named John Teychenne turned up at their door and asked them to build a body for an Austin 7 special he was building. So pleased was he with the result was he that he brought around a mate with another order. The mate was Colin Chapman and the order was for a Lotus VI.

But back at Horsey the work continued. Always on a shoestring and always last minute. By mid March the small band of dedicated workers had grown considerably. Peter Ross in his book ***Lotus, the early Years*** recalls the roll-call of people working one evening as being, Pat Rocherford from De Havilland, Adan Currie, Colin, Ricky Howe, Tony Holder, Mike Costin, Mac, Curly and Dave Kelsey with Mister Bushell and Hazel doing paperwork in the office. Somehow it all got finished in time.

Driving the car to its first race meeting at Oulton park, Mike and Colin set off early and on the A49. Mike who was driving, saw a Police car pull-out after them. The little Lotus was so slippery through the air that he hadn't realised they were doing 70MPH. When Mike began to slow, Colin urged him on yelling "Speed up and well loose them". They quickly reached 115MPH and the Police car was no where to be seen. But temporarily blinded by the wind in his face, Mike failed to see a roundabout. Under brakes the car careered off the road and crashed into a small hedge. Colin and Mike dragged the car off the road into a small turning just in time before the Police car when roaring by, with bells and lights going full blaze.

The Lotus support team, which was following were waved down by Chapman and somehow, with a return journey to Hethel for welding gear it all got fixed and made it to the race meeting.

In its first race at Oulton Park, Chapman set the fastest lap of the day in Mark VIII prototype, which was designated P3, but had to retire because of a blown head gasket. However, at the next race at Silverstone, Chapman won the 1,500 cc. class outright. It was at a subsequent meeting of the RAC British Grand Prix at Silverstone, on 17 July 1954, where the reputation of Lotus cars was made, as Chapman in the Lotus Mark VIII and Peter Gammon in the Mark VI beat the works quad-cam Porsche driven by Hans Herrmann, again winning the class.

Tom



The immaculate Lotus VII ex Tip Cunnane sold at Bonham's Auctions in 2012

A new home for Lotus in South Australia

BY: Lotus Cars Australia

Lotus Cars Australia is delighted to announce that effective immediately, Zagame Automotive Group (Zagame) are the authorised Lotus dealership in South Australia. Zagame has a long history representing the Lotus brand in Victoria and will bring their passion and knowledge of the brand to the South Australian community.

Scott Carse, General Manager of Zagame Adelaide, and his team are ready to provide full sales, after sales, warranty and maintenance services from their premises located at 269-275 Glen Osmond Road, Frewville, SA 5063.

The new number for Lotus Adelaide is 08 8126 6888, or just drop in and say hello to the team:

- Scott Carse – General Manager
- Alice Altree – Marketing Manager

Current Offers
on in stock Lotus vehicles

Expires 31st of March 2019



Gerringong Annual Motor Fest Car Show

A good roll-up of cars from CLA Sydney

Many thanks to Evan Jones for organising our participation in this even and for the photos





2018 Women's Motorsport Development Program (WMDP) by Melanie Valdes (Part 2)

MEL VALDES CONTINUES HER EXCITING ADVENTURE INTO TOTAL MOTORSPORT

PART SIX: BASIC CAR MAINTENANCE WORKSHOP
7th July, Pit Stop Tyre & Service
In 2018 the program introduced a workshop to teach basic car maintenance for track and road use. Peter Byrnes from Pit Stop Tyre & Service hosted and led the workshop.
Unfortunately I missed this workshop due to a work trip, however Gemma shared that it was another fine day with the ladies changing tyres, looking at each other's engines and under the cars, which became lots of laughs when the Lotus and Porsche went up on the hoists, because you couldn't see anything underneath. But at least on the Lotus everyone could see the engine from the boot, the Porsche engine was completely sealed with only two caps seen for oil and water however two areas of impressive boot space compared to the Lotus.
The objectives of the day were to:
Develop a greater understanding of our cars' engine components
Learn how to take care of our tyres & monitor the life of tyres
Learn how to check our fluid levels
Learn how to monitor the life of our brakes
Learn what to do and what not to do if your engine overheats
Develop our pre-event car maintenance check list

PART SEVEN: REGULARITY TRAINING
15th July, Sydney Motorsport Park
Consistency is one of the most important qualities of a great driver, and is the defining aspect of regularity competition. In a regularity event, competitors seek to set consistent lap times, with victory going to the driver who runs most consistently to their nominated time. Regularity events provide an opportunity for drivers to compete in a different style of speed event with less vigor than racing.
The objective of the training is to practice and develop consistent lap times over the course of individual sessions as well as an overall event. We learnt that achieving consistency requires the following from a driver:
Car control, to make sure that the car is always doing what you want it to be doing
Braking at the same brake marker each lap with the same amount of foot pressure
Changing gears at the same revs
Driving the same line each lap (which requires car control)



We had our own group and rotated throughout the day with other groups and competitors. We also had our driver trainer with us throughout the day.
The layout for the sessions were:
Session 1 – familiarisation of track layout
Session 2 – focus on driving lines
Session 3 – focus on gear changes and brake markers
Session 4 – set time & see how

you go hitting it (using Harry's Lap Timer)
Session 5 – set time & see how you go hitting it (using Harry's Lap Timer)

PART EIGHT: HILLCLIMB TRAINING
22nd July, Huntley Hillclimb
Hillclimb's are conducted on both sealed and unsealed surfaces. These events put the driver and vehicle against a challenging (steep) uphill course with varying corners and gradients. At a hillclimb event cars are released one at a time and the person who is the quickest in completing the uphill course wins!
The objective of the training was to learn about the hillclimb discipline and develop the skills required to be competitive:
A good clean (standing) start – can't bog down
Clean & quick gear change(s) – at the right revs
Clean lines
Our event was run in two groups. One group lined up and cars were released one at a time up the hill, with each run only taking about 30 seconds. Once up the hill the cars were held until the group completed their run. Once the cars are back down the hill and parked, the second half of the group was sent up. This was repeated about 5-6 times throughout the day.
The runs were manually timed, with times printed out during the day and placed on the notice board.
The Huntley Hillclimb was a good event for cars to be double-entered, so Gino and I were able to share the car on the day. We also met another Lotus owner Matt in his beautiful blue Lotus Elise.
This event was hosted by Wollongong Sporting Car Clubs.

PART NINE: DRIVER TRAINING
18th August, Marulan Driver Training Centre Pheasant Wood Circuit
This was our second day of driver training with high performance driver coaches Barton Mawer and Emily Duggan and was the final step in preparing us for our competition Supersprint event. The day was an open practice day at the Marulan circuit, which meant that it was run in a similar format to a Supersprint, however there was no timing and it was not a competition event. The day started with beautiful blue skies and a guided track walk with Bart and Emily to walk the ideal line and demonstrate where to position the car and talk through the entry and exit.
We focused in more depth on the fundamentals of car control, lines and cornering control during laps of the circuit as well as vehicle set-up, throttle control and understeer/oversteer scenarios. Bart and Emily did theory lessons in between track sessions and we had one session each with Bart or Emily.
We had some dry runs early in the day but the heavens opened up and it rained heavily. This gave us the opportunity to train in wet conditions and better understand how our cars behave in different conditions. We all were challenged by the weather but continued on with our training and learnt to adjust to conditions.

PART TEN: GRADUATION DAY
19th August, Sydney Motorsport Park South Circuit
Participants graduate the program by being entered into a CAMS NSW Supersprint competition. The five months leading up to the event had been excellent, so the format was familiar and not at all daunting. It's still a track day, however, so we were all still a little nervous and excited. Cars were grouped together based on lap times. We all had a wonderful day and ran competitive times with everyone setting a personal best throughout the course of the day.
A presentation evening was held in September, and we were happy to have the opportunity to thank the volunteers of the program including our trainers, family and friends who supported us.
So, what's next?
I'm very pleased to say that many of the ladies continued their motorsport journey beyond the program. We continue to stay in contact, support each other and have become a mini movement to advocate women in motorsport.



The Women's Motorsport Development Program was an incredible and unique experience that I'd recommend to anyone with an interest. So if you've thought about giving it a go, enjoy a challenge and are open to learning new skills to broaden your understanding and confidence behind the wheel, go for it! Gemma and I have made many new friends, have been exposed to new communities and enjoyed the experience together.
A few of us from the WMDP have formed an all ladies

SA Lotus Torque

An occasional contribution from our SA Correspondent - Andrew Stevens

photos: Mark Tiddy, Chris Burton and Andrew Stevens)

February kicked off with a bang, commencing with the monthly run, this time down to Meadows, and followed up a week later with the spectacular All British Day (ABD) at Echunga in the Adelaide Hills.

Of course, if you missed out you can join in on one of the monthly gatherings. We get together on the first Sunday of every month at 9am, meeting up at the back end of the Sikh Centre carpark at the bottom of the SE Freeway. It's the first entrance on the left after the Glen Osmond Rd – Cross Rd - Portrush Rd traffic lights as you head towards the hills.

February Run

15 cars and their owners rolled up on 3 February for our regular monthly Sunday morning run. The wonderful SA weather encouraged open air motoring, and after the usual socialising, car inspections, dispensing of advice and helpful suggestions, the gang headed off for a convoy run to Meadows for morning tea. The route took in the Onkaparinga Scenic Drive through the eastern hills, which is a mix of twisty sections and smooth open sweeping bends where the joys of driving a Lotus in company can be fully appreciated.



Our February photographer's wheels (Photo- Mark Tiddy)



The cars gather for the February run under blue SA skies (Photo- Chris Burton)

All British Day

With British Motorsport Heritage headlining this years' All British Day (ABD), Lotus were always going to feature in the annual display at Echunga reserve in the Adelaide Hills. In keeping with the theme, the weather was suitably overcast, which meant that we didn't all bake in the heat of an Adelaide summer. Mike Bennett's ex-Graham Hill Monaco GP Lotus 12 had pride of place on the Motorsport display in the centre of the main oval and on the cover of the ABD program. The rasp of its Coventry Climax engine was a big attraction, and Mike was kept busy answering questions, and discussing the merits of doing 200kmh with a prop-shaft running between your legs. As usual the car was immaculately prepared ahead of its trip to Phillip Island for the historic event.

Graham Smith's championship winning 2ZZ engined Elise S (yes you read that right) was showcased on the Sporting Car Club's Collingrove Hillclimb display, along with Mark Forgie's Lotus Cortina, and Graham Jarrett's JPS Lotus Esprit, and a couple of Elans.



The ex Graham Hill Monaco GP Lotus 12 highlighted Lotus Motorsport heritage (A Stevens)

The Club Lotus Australia (SA) display was well attended all day with a great cross section of vehicles, the twin reds of Michael Bacchia's immaculate Esprit SE turbo, and Bob Jenneson's concours winning Elan Plus 2. The Kazis 'twins' had their Evoras on display, as did Michael Ford, while John Carter's quick yellow Elise S1 with its 'interesting' number plate was surprisingly the only Elise present after Lee Rolph had to drop out with her British Racing Green S2. Chris Sofokleous had his James Bond inspired S1 Esprit gathering plenty of attention alongside Ash Bachelier's silver Eclat. Les Partington didn't get his S3 Seven finished in time, but Mike Bennett's Seven represented the 60's, alongside David and Edwina Baird's Mk1 Lotus Cortina.



Graham Smith's S2 Elise at the ABD (A Stevens)

Of course the event also featured many other British marques; Triumphs (2 and 4 wheeled), MG's, Land, Range and plain old Rovers, Riley's, Norton's, Healeys, Vauxhalls, Fords, Jaguars, Jensen's, Austin's, Singers, Rollers, Morgan's and Astons (phew!).

During a chat with Peter Roberts from Finch Restorations, he revealed that one of his clients has acquired a Europa salvaged from the US that is being looked at to determine what's required to bring it back to life. We're planning a Lotus visit to Finch's later in the year.

MSCA 6 Hour Regularity Relay

Our annual team motorsport participation occurs on May 5th with the MSCA 6 Hour regularity. This is a fantastic value event, and we can only improve on last year (ahem). If you're not up for competing, come along and spectate or help out the team with sash changes or pit signalling. This will be just a week after the Lotus 2019 event in Queensland, so there may be an opening if you haven't done the event before, or if you want to have another go.

Happy motoring
Andrew Stevens

The SA All British day featured Mike Bennet's Lotus 12 on the Poster



A new venue for Tyre Kick and Coffee was The Incinerator in Small Street Willoughby with a great roll-up for our February meeting











Answer to last months "Now who Said That?"



Again a very close race with Harley Boggis coming out the winner over very close Peter Eppel and Evan Jones, who also identified the issue of CC (June 2018) that it was mentioned .

The correct answer was Frank Gardner



Frank Gardner and Sir John Whitmore shared this Alan Mann entered Ford GT40 in the 1966 Le Mans (they were a DNF due to a failed clutch)

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

I told him that the man he should get to design the chassis was Colin Chapman, he was the best in the business. If Colin did the chassis, I would do the body."

Winner announced March.

And remember, the quoted person is mentioned somewhere in this newsletter!! And the person he is speaking to is David Yorke the Vanwall team manager in 1955.

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
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	Kokoda Cafe, Rhodes Park, Killoola St, Concord West NSW
	30,31/ 03/ 2019	HSRCA	8.00am	Wakefield Park
April	Tuesday, 9 April 2019	Shed tour of Ashtons Shed	6.30pm	14 Silver St St.Peters NSW
	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	
	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	
	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	
	Saturday, 29 June 2019	CSCA AHOC Wakefield Rnd 4	8.00am	Wakefield Park Goulbourn
July	Thursday, 18 July 2019	Shannons Display	8.00am	Eastern Creek
	Sunday, 21 July 2019	Monthly get together, tyre kick & coffee	9.00 am	
	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	
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	
	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	
	Saturday, 26 October 2019	Lotus Lunch	12.30pm	TBA
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	
	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 2019 Diary

Month	Day Date	Event	Time	Location
March	Sunday, 3 March 2019	Autumn Lotus All Comers	9.00am	Sikh Centre carpark
April	Sunday, 7 April 2019	Sunday Run	9.00am	Sikh Centre carpark
May	Sunday, 12 May 2019	Sunday Run	9.00am	Sikh Centre carpark
	Thursday, 30 May 2019	Meet with NSW Group		
June	Saturday, 1 June 2019	Meet with NSW Group		
	Sunday, 2 June 2019	Sunday Run	9.00am	Sikh Centre carpark
July	Sunday, 7 July 2019	Sunday Run	9.00am	Sikh Centre carpark
August	Sunday, 4 August 2019	Sunday Run	9.00am	Sikh Centre carpark
September	Saturday, 7 September 2019	Sunday Run	9.00am	Sikh Centre carpark

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

A full set of OEM wheels for a Series 2 Rover Engine Elise is up for sale by Dario in Rose Bay. Read on for the details.



I am selling a full set of wheels for Lotus Elise Series 2 (Rover Engine). These are the wheels that would have come standard on a 2002 Lotus Elise.

They're in great condition, with no kerb damage. Original paint, which was detailed and ceramic coated two years ago. Lotus centre caps are included.

Yokohama tyres are also included and have plenty of tread on them.

Pick-up only, from Rose Bay, New South Wales. Contact Dario on 0412 127 388

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: _____