April / May 2019

Chunky's Chatter



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



Inside this issue

- From WA the exciting story of the Pemberton 1000
- Ashton bids us farewell fort a couple of months whilst he and Giles go off to do the Paris to Peking in their little Austin Healey 'Gidget'
- Report from the CSCA Sprite round at SMP

Club Lotus Australia
April / May 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.

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COVER PHOTO. Regroup at Pemberton photo Mike Hamilton from the Quokka Talk Pemberton 1000 article inside

NSW General meetings are nsometimes held on the Third Wednesday of each month. This month there will be no meeting but don't forget Tyre Kick & Coffee on Sunday 19th May
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CLA South Australian meets at The Colonial Car Park (Corner Cross Rd & Glen Osmond/Port Rush Rds. on the 1st Sunday of each month for a 2 hour run with coffee. Contact Michael Bennett: 16 Woorabinda Drive, Stirling SA 5152. Home: (08) 8339 2605, Email: bennett453@ozemail.com.au

Lotus Club Queensland meets on the 1st Tuesday of each month. Mailing address is: 16 Julia St, Fortitude Valley 4006 .

Lotus Club Victoria meets on the 2nd Tuesday of each month. Mailing address is: PO Box 79, Hawthorn BC Vic 3122.

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Presidents prattle
With Ashton Roskill



Happy May everyone.

And as it's May, this is the last missive from me for the next couple of months while Giles and I gallivant halfway across the world in Gidget. Unless I can somehow concoct a text message on the satphone and send it to Tom and Seth….

Huge thanks to Tom for rising from his recovery bed to pull this copy of CC together - Tom, you are a legend!

Big news for April was twofold - firstly we had the massive gathering of the clans on the Sunshine Coast in Queensland for Lotus 2019, with the guest of honour Elisa Artioli, after whom the Lotus Elise was named and granddaughter of Snr Artioli, who owned Bugatti and Lotus at the time (for those not there or not aware of the story, look it up on Google!). Huge thanks to the LCQ Committee for the organisation and execution of another great event. NSW picks up the baton for 2021. We are planning a Tour of Tasmania; if you'd like to be involved in the organisation, please get in touch, we are putting the committee together as I write this.

And on the subject of Tasmania, the second happening of April was the remarkable showing by Lotus drivers in Targa Tasmania - Lotus were all over the rankings, and took home a good proportion of the silverware, leaving the Porsche and Viper boys wondering what on earth happened. Particular congratulations to Paul Stokel who won overall in the GT2 category, and to Jeff Morton for third in the same class. Lotus also took 1,2,3,5 and 8 in the GT Sports Trophy. Remarkable driving and navigating everyone! Full results here: http://www.rallyresults.com.au/targa/tt2019/

May will appear rather tame by comparison, but having driven all the way to Mooloolaba and back, frankly I'm quite happy for a brief respite before the chaos of June and early July.

Sunday 19th has us meeting for Tyre Kick and Coffee at **Armory Wharf Cafe by the Parramatta River (Blaxland Riverside Park, Jamieson Street, off Holker St, Newington NSW 2127).** And the following weekend is the next round of the CSCA sprints, being held at the Druitt Circuit at SMSP by the Jaaaag club (sorry Keith!) on 25th. I'm afraid I shalln't be at the sprints as I will be having a last minute panic before i get on the plane on 27th, but I hope it's a lot of fun!

So in summary, if you'd like a chance to drive your car this month, come to Tyre Kick or go sprinting, and otherwise, I look forward to seeing you on my return in late July. My satellite phone number while we are gone is 0147163925 - feel free to send us encouraging text messages :) and follow us through the ERA website (www.endurorally.com) or on Facebook here: https://www.facebook.com/austin.healey.73113 or on the blog here: https://austin-healeype-kingtoparis2019.blogspot.com/2019/04/gidget-goes-to-japan.html

Keep safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Well since last writing to you I have undergone the excitement of some rather hairy open-heart surgery. Because of complications that I am dumb enough to be stuck with, they had to do the operations without stopping the heart. This meant 8 hours in the operating theatre, a 6-hour operation and a rather buggered surgical team at the end of it. Rewardingly, due to the hugely talented team of doctors and Australia's forefront position in medical surgery I came out of the whole shebang with a mild headache. The only greater ignominy than having 10 tubes hanging out of my body was being dressed in flannelette pyjamas. I prayed no one came waltzing through the door insisting that wear 'crocks' to the bathroom!!

As a result of this I am still not in the best shape, so this newsletter is rather basic and brief. Hopefully I will return to something more entertaining in the coming months

One of the great disappointments of being committed to hospital was that I missed Lotus 2019 in Queensland. This was something both Donna and I were really looking forward to but there was no way I could risk going. No photos or stories have landed at my in-box yet, so please deluge me with photos and stories for next month

Tom

Introducing British Classic Car Buy Swap Sell

The club received the following email which we reproduce here as it may be od some interest to our members

I am writing to introduce your club to my latest personal project – British Classic Car Buy Swap Sell (www.bccbss.com.au) – a dedicated classifieds web site for owners and fellow enthusiasts within the Australian British classic car community.

As an MG enthusiast, former member of the MG Car Club of Wagga Wagga, and a web and graphic designer by trade, in July 2016 I created MG Buy Swap Sell - a classifieds web site dedicated to the Australian MG community. Over the years the site has grown and continues to receive strong support from the community. However, like other MG enthusiasts, my interests extend past MG alone, and as a result, I've now expanded the site to include other marques and given it a new identity.

Joining British Classic Car Buy Swap Sell is absolutely free, as is placing ads. Users can place as many ads as they'd like, each including as many photos as they like. Although free, donations are always welcome to help support the site's on-going costs.

I encourage you to pass news of British Classic Car Buy Swap Sell on to your members. Feel free to forward this email or simply place a mention in your Club's next newsletter. Your support would be greatly appreciated, and in the meantime, if you have any questions, feel free to contact me.



NSW Tyre kick and coffee April 2019

Quokka Talk - Super EMR - The Pemberton 1000

photos: Ellie & Mike Hamilton and Wayne Proud

Our EMRs are always popular, but there's one each year that creates a special level of anticipation – the Super EMR.

Unlike the normal Sunday morning EMRs, the Super EMR is a whole weekend spent driving our Lotus cars on some of the best roads WA has to offer. This year was dubbed 'The Pemberton 1,000'. The route would involve a thousand clicks, with relatively little of it on highways. And the destination: Pemberton in the heart of the South West's magnificent Karri forest.



photos: Ellie & Mike Hamilton and Wayne Proud

Like last year's Manjimup run we had two starting points – our traditional Guildford railway station and a Byford start for those who live south of the river.

Arriving at Guildford was Steve and Ali Pretzel in Steve's orange Elise, Justin Lewis in his Exige (also orange), John and Robyn Edmondson in John's Exige, Adrian and Lena Brown in Lena's red Elise, David and Dawn Finnie in yet another orange Elise, Wayne Proud (Exige) and Dillon Quinn in his immaculate Lotus 7 replica.

Organiser Steve informed the Guildford crew that he would be aiming to keep to a tight schedule on day one, with the objective of reaching the Karri Valley Resort well before sundown, so we could all relax and enjoy the serenity on the shores of the billion litre lake.

We arrived at Byford about fifteen minutes behind schedule. There to meet us were Mike and Ellie Hamilton in the always-immaculate red Elise, Paul Clark in his white Elise and Gareth in a white Europa. After exchanging brief morning pleasantries and clucking about with John & Robyn's two dogs (yes they were very small!) we were soon on the road again.

It was straight off the highway and up Nettleton Road, ascending the Darling Scarp towards Jarrahdale. From there our route took us past Serpentine Dam along Kingsbury Drive where we were held up for some time by a group of Harley riders. Tempting though it was to blast past them, discretion was considered the better part of valour, so we patiently cruised at Harley speed until they all mercifully pulled off at a lookout.

A short stretch down South West Highway followed, then up into the Scarp again via Del Park Road to Dwellingup where we stopped at the Blue Wren Cafe for the first coffee break of the trip.

Waiting for us at Dwellingup were Ross and Denise Mathewson in Ross's S2 Elise. Residents of Mandurah, south of Perth, they elected to cut inland rather than travel north to Perth only to have to turn around and travel south again.

By this time John and Robyn had turned back, as they had to open their shop in the afternoon, and after coffee we also bade farewell to David and Dawn who also had other plans that prevented them from joining us for the full journey.

The next stage, Dwellingup to Waroona via Nanga Road was an absolute pearler. A smooth, well maintained road with fast sweeping corners, interspersed at times with some twistier stuff. The weather was perfect – clear blue skies and just warm enough to be comfortable with the roof off.

At Waroona we re-joined the South West Highway to Harvey where we stopped briefly for fuel before peeling off the highway again at Mornington Road for the run through to Collie. This is yet another road that winds its way up the scarp before easing out into a picturesque series of long sweepers.

The route next took us through the heart of Collie, skirting south of Wellington Dam en route to our lunch destination – the Wild Bull Brewery in Ferguson Valley.

As tempting as all the produce from the on-site microbrewery was, most of us eschewed the beer in favour of something softer. There was plenty more driving to be done and hopefully plenty of time when we hit Karri Valley to enjoy a refreshing ale.

Ferguson Valley is a delightful drive. More sweeping turns and elevated views. Originally the Pemberton 1000 was scheduled for May when the anticipated autumn rains would have greened up the countryside, but this timing was aban-



Bridgetown regroup. photos: Ellie & Mike Hamilton and Wayne Proud

doned as it would have clashed – perhaps literally – with the Targa South West Rally in the same area. So the paddocks were still wearing their summer colours. At least they provided contrast against the vibrant green of the trees.

Just before hitting Donnybrook we took another detour to avoid the South West Highway. This time Sandhills Road, which tempted us with yet another special section of ups and downs and perfectly formed corners. As well as being blessed with great roads we also scored a win with the lack of traffic. Barely any cars passed in either direction. But, as with any rural roads we were always on the lookout for a farmer pulling out of his driveway!

A brief regroup and we were back on the South West Highway for a short stretch to Balingup. With anticipation building we turned right, crossed the railway line and cruised slowly through to the outskirts of the little town. And then we were there: the start of the famous Balingup to Nannup Road. Forty seven kilometres and hundreds of gear changes of pure Lotus bliss! Left, right, up down, tight, open, tighter. Hard on the brakes, hard on the throttle. The motoring music of high reviving fours echoing off the surrounding trees. A huge fire had blazed through the area over summer, and the afternoon sun now shone golden through the blackened trunks and singed leaves. Again we scored with the lack of traffic, although on this road you never know who or what you're going to encounter coming the other way. Late in the stage we waved to a platoon of Aston Martins and a BMW as they cruised past in the opposite direction. I knew who was having the best fun on this road, and it wasn't the Astons.

Arriving in Nannup we stopped for our second refuel of the day then continued on along Vasse Highway to our destination of the day – Karri Valley. By now we were seriously into Kangaroo time on the roads, so our final leg was taken at an appropriately cautious pace.

Pulling in to the Karri Valley Resort just after 5pm. There were a few clouds around to colour the sunset, and the air was still and warm – quite unusual for Pemberton at this time of year. We had plenty of time to freshen up, take in the vista and enjoy a beer by the lake before heading in to dinner.

In fact we had more time than we realised. Our table had been booked for 7.30pm – but it had been double-booked. We didn't end up sitting down for dinner until after 9pm, but at least the restaurant kept us fed with some very tasty snacks while we waited. And the wine was on the house!

Sunday morning was cool but pleasant. After a hearty breakfast we departed Karri Valley for the town of Pemberton and the trip home. In Pemberton we collected Steve Grobler in his Esprit and Dillon who had accommodation booked in Pemberton, then it was up Pump Hill road and into some more spirited driving.

Channybearup Road was a great early road to get us into the rhythm of the day. Tall trees, sweeping turns and plenty of ups and downs. We popped out onto South West Highway just south of Manjimup and cruised through the timber town on our way to Bridgetown where we would again leave the Highway for another prime road to Nannup.

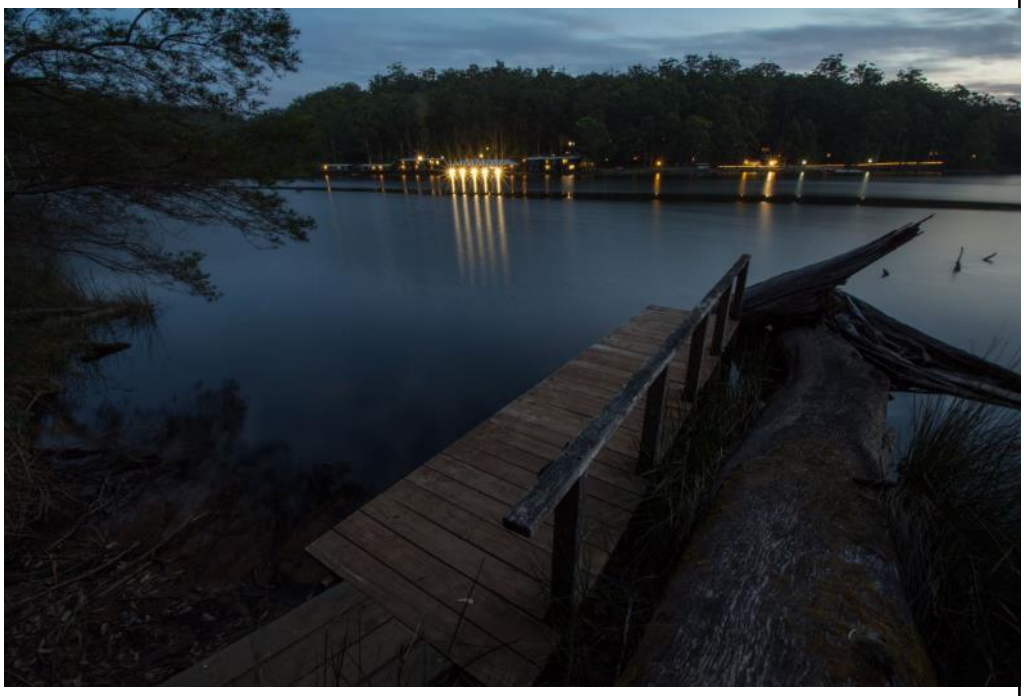
In Bridgetown we bade farewell to Ross and Denise, and nearly bade farewell to Paul's Elise when his handbrake didn't hold and the car nearly ended up in a ditch. Our stop was delayed just a bit more when an older gent with a drone insisted we stayed where we were so he could get some footage of the Lotus fleet.

The Bridgetown to Nannup road starts off very similar to the Balingup Road, but then opens up after ten or fifteen kilometres into another of those sweeping, swooping tall-timber forest delights. We hit Nannup for our morning tea stop, then realised that Steve G and Dillon weren't amongst us. It turned out that Dillon suffered a loss of oil pressure and pulled off the road, so as not to risk his BDA. Fortunately Steve was behind and was able to continue on into Nannup,

buy some oil and take it back. Dillon's 7 seemed better after that but he elected to leave us at Nannup and take the most direct route home. Steve also decided to take the more direct route.

We were now down six cars from our peak numbers, so it was a smaller platoon that took to the Nannup – Balingup Road. And again we took that road with *mucho gusto*.

After a break at Balingup to catch our breath we again returned to the South West Highway. Having lost time at Nannup waiting for Steve G and Dillon, the decision was taken to skip one of the side roads and head straight to our lunch destination – another micro-brewery in Ferguson Valley, this time the Bush Shack Brewery.



Karri Valley resort from across the lake photos: Ellie & Mike Hamilton and Wayne Proud

Lunch over we hit the road again with an entertaining run up Pile and Henty Roads back to the Highway and on to Waroona where we again enjoyed the fast sweepers of Nanga Road.

Dwellingup was our last coffee stop and by then we were down to just four cars, Wayne having continued straight on at Waroona.

By the time we arrived back at South West Highway we were well into the afternoon, so all but Steve and Ali elected to head straight to Perth.

Determined to reach the full 1,000 kilometres, Steve and Ali turned back off the Highway at Kingsbury Rd, passing the Serpentine, Canning and Mundaring Weir dams and arriving home having completed 1003.1 kilometres over the weekend. The Pemberton 1000 had lived up to its moniker!



A pair of Oranges. Photo Ellie Hamilton

CSCA Report: Round 2: 14th April 2019

Sydney Motorsport Park (South)

The Sprite Round

Sunday the 14th of April, 2019, dawned slightly cooler, with inclement weather looming – but all that soon dissipated as Sydney turned on a warm autumnal day.

As the CLA gang were setting up, the sound of what appeared to be 1000 rotary engines tried to sneak past on the way the North circuit for a rotary-only day – the 'off beat 'thump-thump'' of a rotary is an acquired taste!

The early morning progressed well. Of the 76 runners, eighteen were from Club Lotus Australia, fourteen of which in Lotii – an excellent representation on a circuit that is probably the least favoured by the CSCA competitors.

Like the CLA round, at the drivers briefing the Group 1 contingent were ready to go on the dummy grid, with the weapon of choice being Lotus in the majority and arranged in a vast array of colours, engine sizes and series – it was great to see.



So, on to the results!

The fastest marque car of the day was Tim (or was that Dave) Mackie with a 1:00:8 – what a fantastic time and also fastest in R1. Tim coming out of the right/left coming on the straight with the left front wheel 'cocked' was a sight – well done Tim. Next up was the Green Machine Cup 430 of Martin Duursma with a 1:01.3 (fastest in M3) followed by Leigh Fuller with a 1:01:57 (fastest in P3). The close sprinting between Martin and Leigh was again great to witness and had the assembled throng on its feet as usual.



Gemma Gibson, Kelly Stewart and Annette Alexander

Mark Meletopoulo had a great run and set a 1:02:78, coming home second in M3. Mark was consistent and quick all day.

Liam Sheppard came home with 1:03:1, setting a PB by 1.45 sec on his way to the fastest time in M2. Liam really had the car moving and is improving with every outing – a great result.



Liam recapping on-track exploits with his dad Craig

Richards Wodhams came in with 1:03:8 and headed the P2 class. It was great to see the car and Richard back out on the track. Peter Deller was next in the Commodore with a 1:04:3, followed closely by Terrance Waugh with a 1:04:4 in Renault Sport Spider – great drive and a great and unique car that is beautifully presented.

John Deller posted a 1:05:0 in the Commodore, which was closely followed by Len Goodwin in the Elan 26R with a 1:05.6 – always great to see this car and driver on the track. Brett Stevens was next up in his new stead – the Exige S – basically in road trim with a 1:05:7 – a terrific time. We know that the horn works and its use on the track is certainly unique! Colin Rudd in the Elise Sport 220 came in with a respectable 1:05:8 and is continuing to get quicker and more confident in the car.



Len Goodwin, John Mansell and Alan Pate catching up

Rex Hodder was up next with a 1:06:2, leading the M1 field. Gino Valdes posted a 1:06.9 – a fast time on road tyres. Melanie Valdes was next fastest with a 1:10.2 and continues to improve. Both Gino and Mel finishing with big smiles on their face.

Peter Wolsey posted a 1:10:4 as he gets quicker in the V6 Exige, which is one of the best looking cars on the circuit. Graham Hobbs in the Civic posted a 1:13:1 and Gemma Gibson posted a 1:14:7 in the Elise S. This was only Gemma's second CSCA round and she is improving round on round – it won't be long before she is filling people's rear view mirrors – great driving Gemma.

At the end of the day we went home with big smiles, a few PBs and no more rotary noise! The next event will be at SMSP (North) on the 25th May, hosted by the Jaguar Club. We look forward to seeing you there!

Yours in Motorsport,

The CLA Motorsport Committee.

NSW Tyre kick and coffee, April 2019









One of a kind Evora 414E Hybrid for sale

Developed in 2012 as a technology demonstrator, this **Evora 414E Hybrid** is a one-off car built by Lotus using several key engineering breakthroughs to showcase the future of hybrid cars.

Utilising a 1.2l 3 cylinder 'range extender' internal combustion engine the battery pack is charged as required to offer a potential range of 300 miles between top-ups however on pure battery power alone the range is 35 miles of all electric motoring. The car features a simulated gear shift which enhances the driver interaction with the vehicle and provides a driving experience similar to current internal combustion engine high performance sports cars. The Evora 414E Hybrid uses a column mounted paddle shift to simulate the gear change and a synthesised engine sound changes frequency with virtual gear selection. The drive torque is also modulated to simulate a physical feeling of a gearshift jolt and engine braking using gears which in turn regenerates battery power as the car slows.



Another unique feature developed on the car is the HALOsonic external sound generation system. A collaboration between HARMAN and Lotus uses a single camera to determine the distance, trajectory and speed of pedestrians and other road users, calculating the risk of collision by comparing this information with the car's path. The new HALOsonic system uses this data to actively control the volume of the External Sound Synthesis to warn pedestrians of the vehicle's location, thereby improving pedestrian safety and reducing noise pollution. Under certain conditions the system will generate an audible and visual warning for the driver using the Internal Sound Synthesis and instrument panel.

The new active system is optimised to operate in urban environments where there is the greatest risk of a collision with a pedestrian. It is calibrated to actively control the volume and pitch of the sound synthesised while the vehicle is travelling from 0-75 km/h, continually evaluating the risk of a pedestrian collision and operating in an area up to 60 metres ahead of the vehicle.



JPS extravaganza for launch of new 'Black and Gold, The Story of the John Player Specials' book

Classic Team Lotus amassed a stunning array of some of the beautiful black & gold JPS cars for **Coterie Press Ltd** to launch "Black & Gold The Story of the John Player Specials". Order your copy **from the Book Depository or directly from Coterie.**

There are also limited leather-bound "Special" editions of the book, each is autographed by one of two racing legends; Emerson Fittipaldi and Mario Andretti. The Emerson "Special" is limited to 72 copies and the Mario "Special" is limited to 79 copies. The "Special" Edition comes in a clamshell case with JPS badging on the front.

Huge thanks to **Rob Borrett** for the stunning photograph of the launch event held at **Classic Team Lotus** recently



Answer to last months "Now who Said That?"



OK No winners last question, a bit of a difficult one, the answer was Frank Costin



most famous racing car of 1957 58 the Frank Costin designed Vanwall

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

If everything seems under control, your just not going fast enough

Winner announced June

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

CLA NSW 2109 Diary

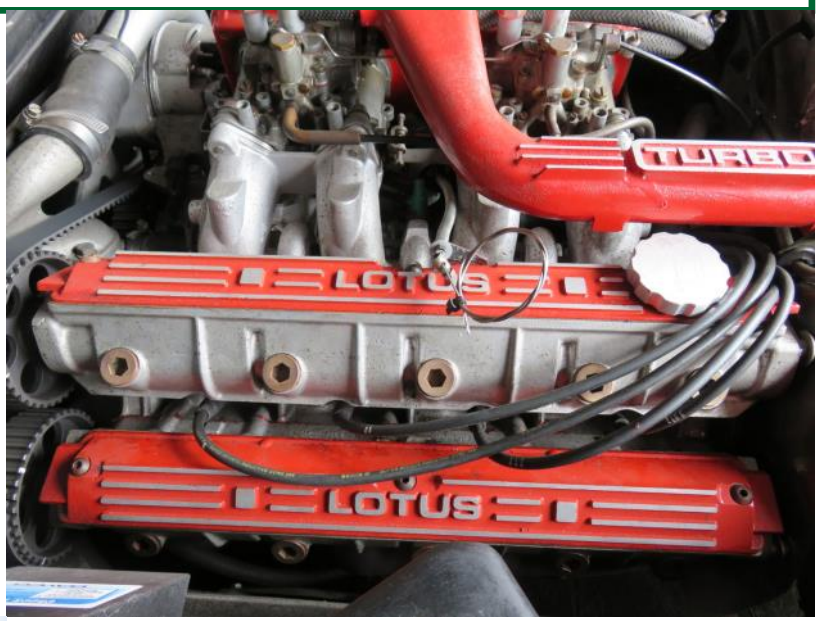
Month	Day Date	Event	Time	Location
May	Sunday, 19 May 2019	Monthly get together, tyre kick & coffee	9.00 am	Armory Wharf Cafe by the Parramatta River (Blaxland Riverside Park, Jamieson Street, off Holker St, Newington NSW 2127)
	Saturday, 25 May 2019	CSCA JDCA SMP Druit North Rnd 3	8.00am	SMP Druid Circuit
	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
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

1988 Lotus Esprit Turbo



I'm offering my baby for sale as I'm getting too old and broken to drive it for long enough distances to enjoy any more.

I would be lucky if it gets a run 5 times a year in recent times.

Purchased in 2015 from a Lotus Club member who imported the car to Australia in 2007 and subjected the car to a complete, meticulous, fully documented rebuild and professional respray.

After much jumping through hoops I was finally allowed to buy it from the owner, once we got the car back to Sydney the engine was removed, a new exhaust manifold was fitted, timing belt replaced, the cam carriers were removed and resealed, valve clearances adjusted where necessary and refitted, new engine mounts were fitted. Then it was off to the motor trimmers for new leather seats, head liner and center console.



The car is in excellent condition mechanically and cosmetically, runs well and is kept in a lock up garage and is registered in NSW as an historic vehicle.

Sold with comprehensive documentation relating to all work completed.

I have the rear wing but never fitted it.

Rego expires 31-10-2019.

This car looks, sounds and drives brilliantly. Nothing to spend.

I am asking $60,000 but am open to reasonable offers.

Tony 0414 612 115



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