JULY 2019

Chunky's Chatter



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



Inside this issue

- Latest news fron WA and SA.
- Anne Blackwood's Ghost Mushroom tour, full report by Alastair Browne.
- Ashton and Giles and of course Gidget, an update on their progress.

Club Lotus Australia
July 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. Simon Elliott from Vic. Competing in the recent HSRCA Historic meeting (Marc Schagen photo)

NSW General meetings are sometimes 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
CLA Canberra contact: David Leaney david.leaney@live.com.au, 0402 411 888.

CLA Tasmania Contact:

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



Report from the western front

Overnight last night in Zavidovo, north west of Moscow. Thank goodness we didn't go into Moscow - the traffic here is terrible.

Yesterday was the second of three largely transit days to get us across Russia. Today we head for St Petersburg and by the time you read this we may be in Paris!



China was fascinating, Mongolia was simply amazing (but very very tough on the cars), Russia and Kazakhstan have surprised me - I don't know why but I expected large expanses of sameness, but not a bit of it - the countryside changes by the minute. We've driven planes of wheat, mountains of spruce, forests of silver birch, through villages and towns of waving friendly people, and been mobbed at day end with extraordinary welcomes (and ice cream once or twice!) Roads and tracks have varied hugely, as has our speed!

Next time I write I should be on my way home to Sydney. I look forward to catching up in person - this has been an incredible journey! Everyone who I spoke to before starting said it's a life changer, and they weren't kidding.

Meanwhile keep safe upright and on the black stuff,

Pip Pip

Ashton



From the Editor Tom Devitt



Hi Everyone and welcome to July Chunky s Chatter. President Ashton is having a fabulous time compering it the seventh Peking to Paris rally since 1907. He and his co-driver Giles are battling on in Gidget their 1954 Austin Healey 100/4. His ability to communicate with the outside world has at times been difficult, but for those of you not following the adventure on Facebook or their blog, we bring you news of their trials and tribulations later in this newsletter.

Great to see Anne Blackwood organising another of her Bucket List tours. This next one, scheduled for early next year will explore the Great Dividing Range north of Sydney. Anne's tours are organised with a minimum of fuss and pressure and concentrate on having a pampered and relaxing time. And if your Lotus is not running, don't worry, these trips are about people, not cars. You can read Alistair Browne's writeup of the most recent "Ghost Mushroom" tour starting on page 10 of this issue.

Heaps of classifieds in this newsletter and lots of news from our SA and WA members

All the very best

Tom



Ghost Mushrooms (See page 10 for the story

June Tyre Kick and Coffee

Thanks to Evan Jones for the photo, a wet day kept many people away



"Great Drives of the Great Divide - North

Following on from the success of the Tassie and Ghost Mushroom trips I am planning the next one. Great Drives of the Great Divide - North for early 2020 - probably February after school holidays. Roughly the plan is the zig zag up the Great Divide ending at the Glasshouse Mountains and following a similar route back. O'Reilly's Rainforest Retreat in the Queensland hinterland is possibly one stop. If you'd like to be involved please email me at: anne_blackwood@hotmail.com

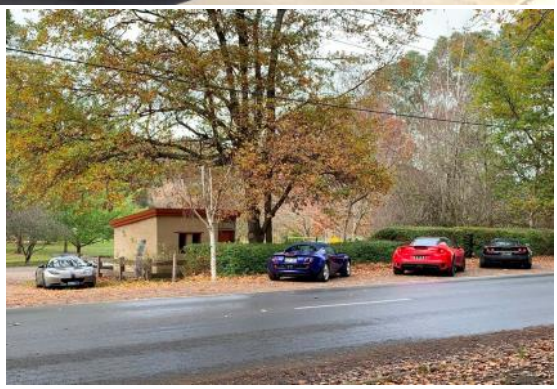
If we like this one we'll head south on the Great Divide at a later time.

SOUTH AUSTRALIA'S LOTUS TORQUE, JUNE 2019

THANKS TO ANDREW STEVENS.



The second of June saw a small turnout for the monthly run. After the attraction of Zagame Lotus Adelaide in May, it might have been the absence of coffee and savories at the Sikh Centre that influenced the numbers, or it could have been the miserable weather! It was no real surprise that the dominant cars were Evoras, which may well have been a first for an SA event. Something about that nice solid roof over your head and decent heating. David and Jan Hopper even forsook the Elan for the steel comfort of a (say it quietly) Holden, while the rest of the congregation consisted of equal numbers of Elise's and Exige's, plus a Europa.
With the small crowd and the trees in the Adelaide Hills turning a wonderful winter hue, the boutique destination of Harvest Café at Mylor was the chosen destination for coffee, cake and conversation.



THE BEND INTERSTATE CHALLENGE
Friday the 7th of June saw an Interstate Challenge event at 'The Bend Motorsport Park' at Tailem Bend. With 18 cars from Victoria and seven South Australian locals in attendance, the Lotus were assigned their own category (if not track space) for the day.
The day attracted plenty of SA locals out for a look at both the track and the way the Victorians go about their motorsport. Organised by Victorian trackrat Tim Schreiber, the day was run on the 4.95km International Circuit, providing a real challenge for the participants. Many of the Victorians were booked into the onsite Rydges for the Thursday and Friday night, while Mark Tiddy had arranged dinner on the Friday night in nearby Tailem Bend.
Dave (Hooters) Buntin had brought the flame-spitting Carbonator over to show off to the Croweaters, while a mix of near V6 and 2ZZ Exiges with various numbers in their titles, some S2 and S3 Elise's in different guises, and a couple of re-engined S1s from Mike Moore and Josh Robbins ensured that there was plenty of diversity. The International Circuit is the same configuration that the V8 Supercars run at, so expectations were high for some fun.



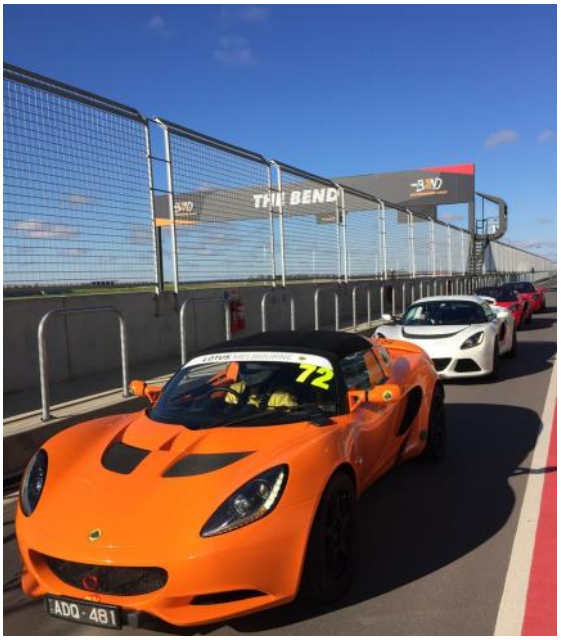
The early sessions were spent learning the 18 corners and 4.95 km circuit with its combination of long fast stretches, tight, and multi apex corners. The locals who had snuck up for a familiarisation session a couple of weeks prior soon found their initial advantage whittled away, although Charles Hatcher was flying with decent boost and new rubber on his supercharged 111R. The lap times remain a closely guarded secret, unless you get within earshot of one of the participants. It was pretty clear that everyone found the track challenging, and a real Lotus circuit. Not too many people claimed to have maxed a lap time, but a couple admitted to finding the limit.
There were a few non-finishers, with one Exige intent on depositing its wheel bolts onto the track, the odd spin (No David you can't take turn five flat after all), and a shortened final session when an errant WRX excursion brought the day to a slightly premature halt, but all in all the day proved a great success, and most people progressively improved their times over the day.
The general air from those who had not visited 'The Bend' before was simple astonishment at the scale, professionalism and level of investment in the place (and it's not yet fin-

ished!). Some of the quotes from the day included "*this facility is next level", "a great challenge – really hard to put a full lap together", "Magnificent facility", "What an awesome track!"* and *"If you pilot a Lotus regardless of the donk in the rear, you will find something in this circuit that suits you and your chariot"*. Fair to say that it's an impressive racetrack.

The day finished with dinner at the Tailem Bend Pub, where the lap times got shorter, the overtaking efforts more spectacular and Hooter's excuses even more desperate.

Well done to Tim for organising the event, and for the Victorians for coming over in such numbers. It's safe to say that the 'Challenge' went to Victoria this year, but hopefully they'll be back to let us have another go.

All that's left to do is convince the SSC boys to bring a LOTD to town, so that the rest of the Lotus community can enjoy the day. I must drop that into the conversation with Zagame Lotus Adelaide next time I drop by their Frewville showroom.



WHAT'RE THE CHANCES?



I recently had to take my recently-acquired S1 Elise through the much feared Transport SA vehicle inspection at Regency Park. So, what were the chances of discovering another Lotus in line ahead of me? Gunther Schapel had dug his silver S2 out of storage after bringing it over from Victoria and was pleased to discover another Lotus owner for support. He whistled through, which made my dual visits and lengthy wait with my red car looking like a naughty schoolboy in the corner, as normal inspections whistled by, all the more depressing. But the Regency folk were fantastic and eventually came out waving the paperwork with a smile and "You're good to go". So two new Lotus on the road in SA in one day. Magic.

For SA Lotus owners, the club meet up on the first Sunday of over month, usually at the Sikh Centre, but Zagame want us back so stay tuned.

Marc Schagen was at the SMSP Historics on the 8th and 9th June and came across a couple of lotuses up from Melbourne

Marc Schagen wrote to say he had been to the historic races at SMSP(Eastern Creek) on Saturday 8th June. ''I and saw an Elan which I haven't seen since 1994 when Gary Ryan from

Melbourne raced it here.

It was recently restored to a very high standard by the current owner, Simon Elliott







Simon Elliott's orange Elan and the same car above when it was run by Garry Ryan (blue)

and he brought it up for the Victorian-run MG series on the weekend.

The car looks great and I think you will agree the guards look much better than

they were when the car was blue.

It looked and sounded great. Hopefully we will see it again up here.

Mike and Sue Byrne were also up from Melbourne with the S4 seven.

(Photos by Marc Schagen)



Mike and Sue Byrne with their series 4 Lotus 7

OK all you smart Alec's, there are 2 cars in this picture. What are they?



Don't forget tyre kick and coffee this month July 21 at the Armory wharf Café in Newington

Omphalotus nidiformis" – Lotus Winter Ghost Mushroom Tour 2019

Words by Alastair Browne, Photos Anne Blackwood, Melinda Sextant and Alastair

OK everyone, please turn off your torches..... Now, those with the red lights on their torches, turn them off", said the Tour Guide. There was a deathly silence, darkness and then.....the Ghost Mushrooms, the raison d'etre of the tour, began to glow as bioluminescent natives to the region and not found anywhere else in the World in this sort of concentration.



Breakfast at Wangaratta

Then began the "oooos" and "aaaahs" at this magnificent sight deep in the forest near Mt Gambier where it was pommie drizzling and cold. However, we were rugged up and prepared. The young Tour Guide was excellent and helpful in her presentation. Melinda insisted on lying down amongst the mushrooms hoping for the money shot of the glowing mushrooms which were poisonous. When it was completely dark, someone said, "I can feel two hands on my shoulders", to which some wag replied, "That's a large wombat".

After the excitement, it was back to the Barn on the eastern side of Mt Gambier. The Barn was the best accommodation on tour. My room was almost as big as a tennis court and I had the luxury of a spa bath so, on return, I started it up with my washing going round and round. Then I made the mistake of getting in – a mistake 'cos I couldn't get out. Who yer gonna call? Ghost Mushroom Busters. Not being a pretty sight, I struggled for 15 mins and finally made it out, exhausted!



Janice and her new friend

Anne Blackwoods Tours are not to be missed and we agreed to meet at Pheasant's Nest on Monday 27 May. It was a shocker of a day, a portent of what was to come. A few met up and on leaving, my 1988 Supra, the oldest and least expensive car on Tour, started to cough and splutter so I went into Mittagong where the NRMA directed me to Laurie Stewart Automotive in Lyell Street.

No sooner had I completed the paperwork when a mechanic started on the job and had it all fixed in an hour. Now Laurie Stewart is no longer on the tools but he was famous for racing minis years ago and sold the most expensive, fastest, fast back mini to a fellow on the Northern Beaches – or that's where it has supposedly ended up where the current owner was alleged to have paid $150,000 for it.. Now, if I'd gone into a garage in Sydney, I would probably have been told to come back at 4pm – or even the next day but I was on my way within an hour.

The miserable drive included two long slow-downs for road works, one of which enabled me to eat a filthy drive-through burger and I finally made it



Waiting for the ferry

to Wangaratta just after the others arrived having had time for a fancy lunch on the way. In my rush to greet others in the underground carpark, I smashed a bottle of very expensive Port ($5 at Aldi).

Dinner was quite a formal affair with the intellectual content of the conversation rising as more grape juice was consumed and this seemed to happen each night. Tonight it was about AE2, the Australian submarine which broke through the defenses of the Dardanelles.

On Tuesday we had a great drive in the drizzle through Yarck (great sandwiches and pies), Bonnie Doon (no water in the river) to Yea for coffee. Then through Yarra Glen (where I was awarded the prestigious President's Choice Trophy for the Marcos 2 years ago in the Fly the Flag Tour for 200 cars) and thence to the boring motorway drive to Sorrento on the Mornington Peninsular. It was freezing cold but the ice cream shop was a beauty!

We lined up for the ferry, which was very smooth in spite of the weather, and disembarked at Queenscliff for the short drive to our ancient hotel called the Vue Grand. No lifts. Cold rooms but very comfortable beds. The pub across the road for dinner was excellent.

The day dawned bleakly on Wednesday with lots of rain and cold comfort for those who ventured from their cars to see 7.5 Apostles. The rain stopped briefly at Loch Ard Gorge where I took a quick walk to see the sea boiling around what was left of the structure. After Apollo Bay, the road became exciting with possibly a little black ice around. I stopped for a Werris at Port Campbell and the wind almost tore my clothes off before I made the latrines. More spirited driving to Port Fairy, a welcome relief and Happy Hour, courtesy of Bill and Jynell. Bill's olives marinated in his own recipe were beaut. Anne and Melinda presented me with some fluffy white dice which they'd found in SuperCheap. I had promised to bring my yellow fluffy dice but completely forgot so now I had a pair to match the car! We all chanced the local Chew and Spew that night.

Thursday was still damn cold but Portland was worth a visit with the wood chip loader going full tilt – literally, as the trucks drive up the ramp which then grips it, before emptying the contents into a massive mound of chips. Another spirited drive along the coast road led to Mt Gambier and our best accommodation at The Barn. The first night we went mushroom-hunting.



The 12 (Well now 7.5) Apostles

The next day was a free day and Cliff and Janice kindly took me in their 4 wheel drive to Port Macdonnell. It was here we saw Feast's Motor Museum which specialises in Chryslers and memorabilia. A huge collection and we had a personalized guided tour. Then it was Happy Hour at my joint. During the day Mike and Mandy had searched the op shops high and low and found an almost mint copy of Barry Crocker's "Please don't go" LP and presented it to me as it has the aforesaid Barry standing in a Marcos GT coupe like mine. Thanks very much for your thoughts. In Australian rhyming slang, to have a "Barry" means to have a shocker!



Highlight of the trip, the Ghost Mushrooms

Dinner was a rather grand affair and thanks to all those who bought prestigious bottles of falling down liquid.

On Saturday 1 June, we headed to Bendigo and the olde worlde Shamrock Hotel. What a shambles with the car parking a long walk away, cold small rooms and the owner's wife looking like Patsie in Ab Fab! And trying to charge us for 2 nights!! And then I had to call the concierge to unlock my room when I got back after dinner. They did a great breakfast though.

We got off to a flying start once we had lugged our ports up and down stairs and ramps to the car park on Sunday with my TomTom taking me down many C roads, which were great for driving, to Echuca. I met up with Michael driving the fab Posh Cayman 718S in brilliant orange, for lunch and then we went to sea on a paddle steamer. The river has 16 locks and the water levels are always controlled, which was news to me as I thought it depended on rainfall. Also we learned they now left dead trees to rot in the river as they make very good breeding grounds for fish. That night we were all chauffeured to dinner at the Bowlo where, believe it or not, one of our number joined up for $5 so we could all get discount on what we ordered!

After fond farewells the next morning, we all went different ways. I found the back way from Wagga to Gundagai, which is a fabulous road. I met up with Cliff, Janice (Florence) Don and Elaine for our last dinner together at the RSL.



An evening gathering of the intrepid travellers

Then it was homeward bound on the Tuesday, up the boring freeway passing snow-covered hills around Goulburn. Oh no! What's the engine light come on for? I stopped at Bookham only to find the dipstick had jumped up half an inch, probably after going over some bump so no problem at all. After 3000 kms I was home having had a fabulous time with friends from Club Lotus. Well done Anne for organizing such a great Tour and thanks to all the participants. We had such a fun time.

Alastair Browne

WA Quokka Talk – May EMR

by: Mike Hamilton
photos: Wayne Proud & Mike Hamilton

Another month, the month of May and that for us West Australian based Lotus aficionados meant it was time for another 'Early Morning Run' (EMR) in our much-loved hand built British sports cars. Thanks Lotus!

Things have been working well here in WA with different members of the club volunteering to take their turn at planning and leading an EMR along with booking the end of run food and drink. However, at the beginning of May at our monthly Monday night Lotus 'Meet-n-Eat' it came to light that we had a gap with no-one formally listed for leading the upcoming May EMR (whoops). Upon this being raised it was literally a matter of seconds before John and Robyn Edmondson put their hands up and volunteered (again) in their usual no-nonsense fashion. Thanks again John and Robyn!



And so it was in the now slightly cooler air of a WA autumn Sunday morning we stood at 08:00 in our usual meeting ground that is the beautiful colonial town of Guildford. Looking at our cars neatly lined up together with the sun shining down and a few fluffy white clouds dotting the otherwise perfect blue sky, you couldn't help but feel so very privileged to own a Lotus, to be part of something as special as Club Lotus Australia and to be amongst the fantastic club members that make it what it is.

Today John and Robyn would be leading in their S2 Exige which always looks the part, especially with those racing stripes! Joining the gathering there was also Dave and Dawn with their stunning Elise 220 now with its colour coded hard top fitted ready for winter and making it look very much the little supercar. Lena and Adrian and their always shiny Ardent Red Elise 220 where ready for action and that was just as well given that Wayne our in-house You-Tube enthusiast was ever present with his digital SLR camera filming the activities as they unfolded with his Canyon Red S2 Exige sitting proudly in the background. Pulling in to the car park Steve arrived in his much loved S3 Elise S with its high revving 2ZZ-GE engine purring as he backed in to his parking spot. Steve's daughter, Ali was in her usual co-pilot seat and was still awake! A little-known fact about Ali is that she can fall





asleep just about anywhere she chooses and this includes sitting in the passenger seat of a fast moving Lotus! Good on you Ali!
Last and by no means least, was Paul and his beautiful white S3 Elise, which he has just cleaned and detailed ready for the run and as such it was looking particularly sharp under the crisp morning sunlight. With Ellie sitting out of this months' run I took the opportunity to invite my friend Brad to join me for the ride in our 2015 Elise S.
Having completed the task of distributing the two-way radios I handed over to John who gathered the group together for a quick pre-run briefing and our usual safety reminders, after which it was time to get on the road. With engines started it was that moment on a run where everyone tries to decide when to move out of their parking bay and join (push in to) their preferred place in the train of Lotus as it slowly feeds out of the car park. It's always amusing to see the balance of polite courtesy and restraint versus the "no way mate, I'm going next" approach. If I'm honest I probably fall in to the latter category, but I do my best to hold off when I can.
Unsurprisingly, the run that John and Robyn had planned was brilliant! The first part was the run out and up in to the hills up through Kalamunda and then on to the always beautiful Mundaring Weir Road. What followed was a smooth fast cruise along some of our best local scenic roads which are scattered throughout the wide ranges of the Darling Scarp. A quick pit-stop at the historic railway town of Chidlow allowed some time for everyone to regroup for a chat and for those with their roofs still attached a chance to soak up more of the warm rays on offer from the WA morning sun. With photos taken including the obligatory shot of our cars parked line astern in front of the Chidlow Tavern (previously known as the Oxford Inn) we were back on the road and heading across county to Berry Road on which not one berry was sighted but on which mother nature had decided to scatter what appeared to be every single gumnut in the Perth hills! One gumnut even landed inside my car having entered via the open roof, presumably having been fired in to the air by John and Robyn's Exige (thanks again guys). Having endured the repeated impacts of what sounded like hundreds of small bb pellets and tens of giant marbles being repeatedly fired at the car (every Lotus owner knows these sounds only too well) we turned on to one of Perth's best local driving roads – O'Brien Road.
For a time, we continued at our usual safe and spirited pace, everyone threading their cars though the corners with typical Lotus finesse as the road rolled through the hills and unfolded before us. Unfortunately, our enjoyment was prematurely cut short by a white ute that was quite happy to slowly lead us along the remainder of our time O'Brien Road before we turned off for the final part of our run to enjoy the short but always exhilarating blast down what is known locally as 'Roller Coaster Road' before finally heading through some more of our favourite local 'twisties', whilst descending from the hills and down in to the local wine region that is Perth's Swan Valley.
Brad and I had to leave the run at this stage with John leading the remaining pack on to the Mash Brewery for a well-earned drink and a spot of lunch, thus concluding our May EMR.



As it turns out, during this EMR my friend Brad was to do more than his fair share of driving and in the end, I had to pretty much kick him out of the driver's seat in order to reclaim my spot at the wheel! Brad is now hooked on the Lotus experience and is already taking about the next time he can join us on a run. I wish him all the best of luck in convincing Ellie to give up her place!
Once again it was a fantastic run out in our amazing cars, on fun roads with great friends. No matter which state you live in and no matter which Lotus you are sitting in, here's to more great times out this winter - roll on June!

The Adventures of Gidget

The trials and tribulations of Ashton and Giles as the compete in the 2019 Peking to Paris rally in Gidget their Austin Healey.



A rather damp Alfa

Days 5-12!! We're out of Mongolia (after three hours at the border but at least we didn't get stuck there like Skippy and five of the dead cars (including the submerged Alfa) on the trucks of shame). After the very tough conditions in Mongolia it was a pleasure to drive on some tarmac, although the damage had been done and on the evening of day 10 we broke another leaf spring so limped into camp with it tied together with a strap! Since then we have experienced the alpine beauty of the Altai region, millions of butterflies hatching and very sadly dying too soon on the wind-screens and radiators of our cars, and the remarkable enthusiasm of the locals everywhere we stop. We're in car protection mode while we get to Novosibirsk and we can get new springs fitted. I also need to try to unlock Gidget's account which looks as though it may have been hacked!

Day 12 took us to Novokuznetsk where there was the most OTT reception, largely as there is a local hero participating in a Vaz (Lada) so there was a huge reception! The day was a transit for us as we were preserving the springs to get us to Novosibirsk, so we avoided the gravel stages and made it in in good time.
Day 13 again was a transit to Novosibirsk where we arrived in time to find a workshop capable of creating a pair of leaf springs and replacing the headlight we lost in Mongolia. Fit Auto are a chain of mechanics across Russia and the workshops were clean and well equipped.
Day 14 was a "rest" day but we spent pretty much all day at the workshop sorting out all the niggles, dropping the undertray , straightening it out, replacing the bolts holding the gearbox steady bar in place (which had rattled loose), cleaning as much dust out as we could and generally assuring ourselves Gidget was fit for the next few days.
Day 15 (Sunday 16th) was border crossing day into Kazakhstan and our first really cold wet miserable day. And we had the gravel stage from hell About eight to ten inches of slurry on the road, huge puddles ready to drown low-hanging cars, and it was teeming down! We made it however, which is more than several managed, and only accumulated 4mins of penalties. Gidget drowned twice on the stage so I was also rather wet by the end! The border crossing was much more efficient than into Russia or Mongolia so we arrived in Pavlodar last night to another mob reception. Which made servicing the car a challenge!

Day 16. Largely transit to Astana from Pavlovar so a pretty long day - we were out at 8.34 and arrived at 6.30. So I'm knackered! But the transits were interspersed with three shortish off road sections, the first of which was turned into a Passage Control so we drove it at a leisurely pace and thoroughly enjoyed it - Mongolia has toughened us up so it was s breeze comparatively! The second and third were back to back at stayed as Sporting Time Controls so the seconds mattered! We managed to only accumulate 20 seconds of penalties on the second and forty on the third so very happy with those! This evening Gidget got a shower to try to clear the radiator of mud from two days ago but the chap got carried away. And of. Purse she wouldn't start after having that much water sprayed into the electrics! Good day all in all, and we climbed another place in the rankings. A friend shared the photo of the two of us a week ago in Mongolia. I think I prefer the rain



Days 17. From Astana to an overnight in our last camp some-

where west of Astana - most basic camp yet but much the most engaging - possibly as it was the last! Unfortunately during the day the clutch thrust bearing gave up so we limped in on no clutch actuator and spent most of the evening trying to get parts organised for Ufa in a few days time (we rebuilt the clutch completely so aren't carrying any spares unfortunately). However Gidget is driveable still albeit carefully so...



Not sure if its dust or suntan!

Day 18. From camp to Kostanay. Transit day with three stages. First was on a narrow tarmac track in the woods just outside camp. Great fun. Stuck it in second and used the torquey engine to good effect. Time was ok considering! Second was50km of rough dirt so we chickened out and headed for the third, which was only 12km and the STC was smooth and fast. Great fun. Sadly we found David and Jo in the Sunbeam in the hedge halfway round so that looks like a bit of work to sort but they are both fine thankfully. Then on to the hotel in Kostas which resembles more of a hostel than hotel. I think the rooms might be sold by the hour, if you know what I mean. So I got my sleeping bag and liner from the car, and slept like a baby! The reception here was overwhelming again - literally thousands of people held back from the cars by railings and police. Just as I finished servicing the car they were let in. It was bedlam!!Day 18. From camp to Kostanay. Transit day with three stages. First was on a narrow tarmac track in the woods just outside camp. Great fun. Stuck it in second and used the torquey engine to good effect. Time was ok considering! Second was50km of rough dirt so we chickened out and headed for the third, which was only 12km and the STC was smooth and fast. Great fun. Sadly we found David and Jo in the Sunbeam in the hedge halfway round so that looks like a bit of work to sort but they are both fine thankfully. Then on to the hotel in Kostas which resembles more of a hostel than hotel. I think the rooms might be sold by the hour, if you know what I mean. So I got my sleeping bag and liner from the car, and slept like a baby! The reception here was overwhelming again – literally thousands of people held back from the cars by railings and police. Just as I finished servicing the car they were let in. It was bedlam!!Day 18. From camp to Kostanay. Transit day with three stages. First was on a narrow tarmac track in the woods just outside camp. Great fun. Stuck it in second and used the torquey engine to good effect. Time was ok considering! Second was50km of rough dirt so we chickened out and headed for the third, which was only 12km and the STC was smooth and fast. Great fun. Sadly we found David and Jo in the Sunbeam in the hedge halfway round so that looks like a bit of work to sort but they are both fine thankfully. Then on to the hotel in Kostas which resembles more of a hostel than hotel. I think the rooms might be sold by the hour, if you know what I mean. So I got my sleeping bag and liner from the car, and slept like a baby! The reception here was overwhelming again – literally thousands of people held back from the cars by railings and police. Just as I finished servicing the car they were let in. It was bedlam!! we are still in the running. Not many photos, sorry been busy fixing stuff

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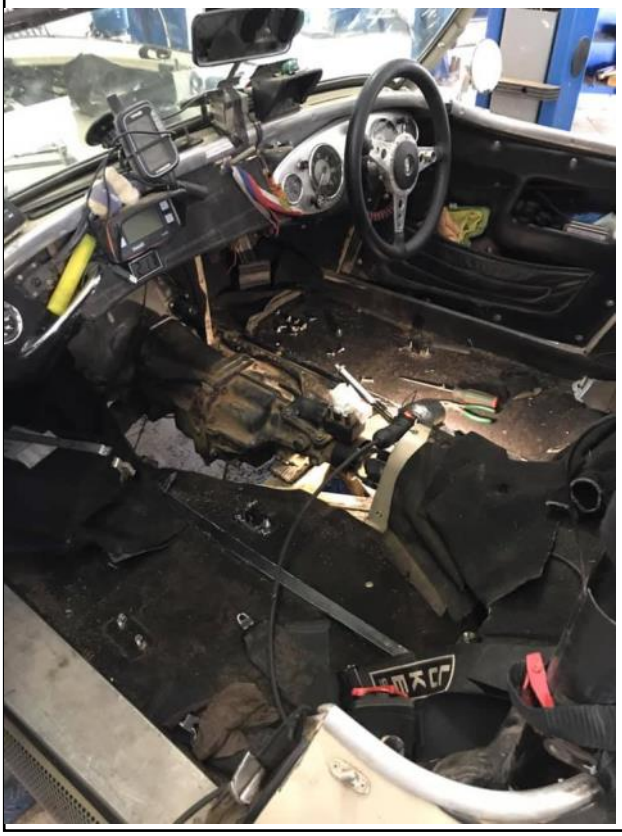
And yes the clutch is no more!

photos, sorry been busy fixing stuff
Day 19. Kostanay (home of the Beirut Special hotel) to Bannoe Lake "resort" via Magnetigorsk and two fun but terrifyingly fast stages - in that the average speed was expected to be in the order of 100kph. I think they are trying to separate the field! As we were still on clutchless gearchanges I found third and plugged away. First one we caught the Volvo (no 60) which left two minutes ahead of us within 4km but got past on a dip - gave Gidget flying practice again. Then on the second stage we caught them again - and that was only about a seven km stage. Ah well. Karma. They were unnecessarily rude earlier at the border crossing so got to eat Gidget's dust Last night two lovely fellow competitors kindly offered to ship our parts with theirs that are being hand carried out tomorrow, so assuming we can find a garage capable of changing the clutch we could be back in business following the Ufa "rest" day! Yay! Can't say I was looking forward to driving all the way to St Petersburg on no clutch! Sorry, no photos as they are on the other phone and there's no Wifi in this "resort"

We'll keep pushing on. Field was down to 79 cars last night so we consider ourselves lucky to still be moving under our own steam. Sort of!

Day 20. Third day running with no clutch. Avoided too many starter motor starts by persuading TC teams to run alongside the car. Thanks guys!! Today was transit 430km to Ufa with a STC at a track at the start of the day then a Passage Control on a relatively tame but fun gravel section which broke the monotony of the road, although the climb through the Urals was spectacular. Photo limited to the truck of shame this morning (not us yet!) as managing clutchless gearchanges and some dodgy roads took all my concentration! Off to the garage with my clutch parts now. Might be a late night/early morning ..... and here's my favourite photo of the rally so far - Gidget climbing out of a sand pit!

Day 21. Rest day 3. Pah. Spent all day in the workshop replacing Gidget's clutch and giving her oil changes of various sorts - so hopefully that'll see us through to St Petersburg. Not the cheapest day of my motoring career but a necessary evil, I guess! Unfortunately, Gidget took umbrage at being tinkered with (I even gave her bottom a clean!) and decided to develop an intermittent electrical gremlin on the way back.



Which left me beside a very fast-moving sea of traffic for five minutes until she deigned to start again. I suspect a faulty cut out switch so have by-passed it. Also got the wiring on our new horn wrong. Colour-blindness is a pain sometimes



Old compared to the new

Anyway here are some photos of various broken bits of clutch, more broken cars, a few observations from around Ufa, including some hilarious translations on the menu, and evidence I did wash my clothes last night

Day 22. Ufa to Kazan. Should have been a breeze albeit a slightly long one at 600km. But Lord Lucas struck at about 5km out of MTC and it took us over 30 mins to find the problem - the ignition switch appears to be US. Then a slight detour put us a bit further behind, so we were late for

the first three controls but then got our act together, got back on time and actually did ok in the rest of the days events, including a couple of spirited laps of the KazanRing. Not quite up there with the Nordschleife but fun nonetheless. There were also a couple of gravel stages which were fun, one we were too late for the other we did ok on. Got into Kazan at about 6 to find the clocks go back two hours! Also needed to adjust the clutch as it's coming up a bit late. And fix up all the electrics we tore apart trying to find the problem Photos of nodding donkeys in the fields, sunset over Kazan and today's results - currently 32nd overall and 17th in class..... Edit: added my latest favourite Gerard Brown photo of Gidget powering



Proof they do sometimes wash their clothes!!

Day 23. Kazan to Nizhny Novgorod (formerly Gorky). 480km of transit. Gave us a chance to relax a bit and enjoy the countryside. I was reminded (by the smell) that there was a special accident involving a diesel tanker and a sharp left hander yesterday and the car is coated with a fine film of diesel. Which stinks. Other than that, we crossed the mighty Volga twice today, and enjoyed some lovely countryside and some both terrible potholed roads and smooth fast tarmac. And beautiful coronet covered churches. And villages with everyone waving and smiling. Awesome. Good day capped by arriving early so I was able to fine tune the clutch so hopefully tomorrow it'll be perfect! And we've hot wired the spot tracker so you might see us appear again! Photos of the Volga, churches, a Bentley, a pontoon etc!

Day 24 (June 25th): Nizhny Novgorod (formerly Gorky) to Zavidovo. Largely transit as sadly the last two tests had to be cancelled as they were on government land and the govt wanted to play war games or some such. However we had a fun test first thing at the N Ring (easier to manage as a brand than the Nizhny Novogrod Ring!) which is a tight twisty circuit ideally suited to small nimble cars. So we didn't exactly set the world on fire. But it was a blast. Particularly fun was watching the vintage cars hussling around! Then onto the road for 600km transit to Zavidovo, just north west of Moscow. Sensibly we aren't going into Moscow. As it was we got stuck in traffic for a total of 40 minutes and but for some judicious use of the kerbs, we might still be there! Sadly today Gidget's starter packed up. Prolly didn't like all the clutchless starts last week. So we decided not to pull it out tonight but have s hoist organised (hopefully) for tomorrow evening in St Petersburg. When I will also fettle the clutch just a tiny bit more. Otherwise she's going well and we had a smooth day today (apart from the moment when we took to the verge to avoid an oncoming bus - another day for that one!). Today's photos include a local motorcycle side car, more glittering churches, the view from the hotel in Gorky, our tiny room, Lenin, him photoing me, and Giles on podium, footage from the N Ring etc Speak soon.

Day 27: Last "rest" day, in St Petersburg. Bah humbug. Didn't get to see much of St P's as was in the garage with Gidget. We had good company with Anton on the Contal and the Dato 240z. And the kitten mascot of the garage. Good news is that the starter motor now works - turns out the power to the piggy back solenoid had come loose inside the housing. And I'd fried the solenoid electro magnet just a bit. All cleaned up, re-soldered and now operating like new! Also took the opportunity to change the diff and gearbox oil while the bash-plate was off, greased all the appropriate locations, gave the brakes their feel back, and cleaned off as

much of the filthy stinking diesel from underneath as possible. Then brought her back just in time for early dinner with Adrian and Owen at the most excellent Red House. Chicken Kiev even though we're not in Ukraine. And cherry strudel - yum! Ready for the border crossing to Finland tomorrow. Photos of Gidget on a hoist, bits of broken car etc....oh, and we've moved up another place in the rankings somehow. Now 30th overall and 17th in class And start times are reversed tomorrow...



Day 26: Zavidovo to St Petersburg. Transit day of 650km to get us towards Finland. One short test at a circuit 30km short of the Baltic Star Hotel on the outskirts of St P broke up an otherwise long and tiring day of road miles. However a few hours in the centre of St P made me realise what a remarkable and historical city this is. Sadly I may not have a chance to really enjoy it as Gidget needs the starter motor sorting and also fluids changing after something approaching 9000 hard kilometres. So "rest" day 4 will be spent on that instead and I'll have to comeback to St P for a proper look another time.

Day 28: Hyvinkaa to Tallinn. I think I've spelt those right. Today we had two excellent tests this morning (first at a rallycross circuit near our hotel, the second s full blown forest stage about 80km towards Helsinki) then caught the ferry to Tallinn where we are tonight. The stages today really suited Gidget and according to the time sheets she acquitted herself well. This evening actually involved a wander around the old town as there was nothing amiss on the car!



Gidget with a Contal Mototri tricycle that competed in the original P to P rally in 1907

Day 29: Crossing into the EU. Today the sun shone, we had a (almost uneventful) run out of St Petersburg with the roof back down, and we crossed the border from Russia to Finland. The event was that we and several others accidentally came off the motorway at a toll and had to do some nifty footwork to get it back. But once that was over it was a run to the border, relatively efficient processing and then a couple of fun gravel sections on our way to the Sveitsti Hotel near Hyvinkaa. What a contrast! The first border crossing where we knew we had changed countries. Russia was lovely but pretty basic. Finland is picture perfect. Honestly. It's beautiful. And the people are SOO friendly! Spent the evening once I'd spannered Gidget helping out Jamie with a noisy exhaust . Ate and drank too much. And we have two tests tomorrow! Goodnight .....

The Quest to bring Auguste Pons home to Paris

The Peking to Paris Motor Challenge goes back to the year 1907, when the French newspaper *Le Matin* challenged the European automakers to show that 'modern' cars could be more than just a novelty for the rich. They were asked to drive from Beijing to Paris on a route with barely no roads. People thought the race was impossible and only five participating vehicles took part: a Dutch Spyker, two French Dion Boutons, an Italian Italia and a three wheeled Contal Mototri with the bravest driver of them all, Auguste Pons.

The story of in the 1907 P2P for Auguste Pons and his co-driver / navigator Oscar Foucauld is a short one. They became stranded without petrol early in the race in the Gobi Desert and could not be



Auguste Pons and his co-driver / navigator Oscar Foucauld in the original 1907 Peking to Paris

retrieved by their fellow competitors because they had already passed him and thus were ahead of him. Auguste Pons and his co-pilot Oscar Foucauld walked back to Beijing in a monumental undertaking that nearly cost them their lives. The Contal remained in the desert. Whilst there were many clues as to its whereabouts, it was never found.

This story inspired the two 2019 competitors Anton Sr Gonnissen and / Herman Jr Gelan to complete the race in an identical vehicle. They would throw in everything they had learned from former adventures (Anton is a bit of an old hand at the P to P) in order to bring Auguste Pons home, to Paris, after 112 years. When he mailed his intentions to the race director of the Endurance Rally Association, he wrote me back: '*Anton, you are mad*'. I replied: '*indeed, I am*'.



The 2019 entrants



Answer to last months "Now who Said That?"



This months winner was Evan Jones who correctly identified the quote as Elisa Artioli. Pretty easy, wasn't it!



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

'Unhappily, motor racing is also this'

Winner announced July

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

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
July	Thursday, 18 July 2019	Shannons Display Day	8.00am	Eastern Creek
	Sunday, 21 July 2019	Monthly get together, tyre kick & coffee	9.00 am	Amory wharf Café Newington
August	Saturday, 17 August 2019	CSCA MOCA SMP Gardner / Brabham	8.00am	SMSP Gardiner or Brabham circuit
	Sunday, 18 August 2019	Monthly get together, tyre kick & coffee	9.00 am	
	Sunday, 18 August 2019	Shannons Classic	8.00am	SMsp
September	Saturday, 14 September 2019	CSCA MGCC SMP Druit Rnd 6	8.00am	SMSP 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 Wakefield 25th aniversary	8.00am	Wakefield Park
December		CLA Christmas Party		TPA

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
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

In 1966 Mario Gabriele Andretti won the Atlanta 300. Starting from Pole position an leading the race for the 200 laps.

Fifty three years ago last week (June 26th) , Mario Andretti, driving a ford powered Brawner Hawk, sponsored by Dean Van Lines, led the 7th round of the USCA Championship Car season, the Atlanta 300 fron start to finish. With a qualifying speed of 169.014 MPH. The prize money for the race was a whopping US$12,000.00

That year he was the Indy Car National Champion (as well as in 1965, 67 and 84)



Mario after the race, with his eyes wandering a little too much perhaps!! (you might need to enlarge the photo to see what I mean)

For Sale

LOTUS SUPER 7 MK4



1978 Steel brothers NZ, built under official licence from Lotus UK. Could be one of the very last Lotus Mk4s built in the world.

The car was totally rebuilt in 1995 and has only covered 2,800 kms since. Features its original twin cam 1.5 litre engine, Spax adjustable shocks, Simmons three-piece wheels, Sierra five speed close ratio gearbox and brass button clutch. All in very good condition.

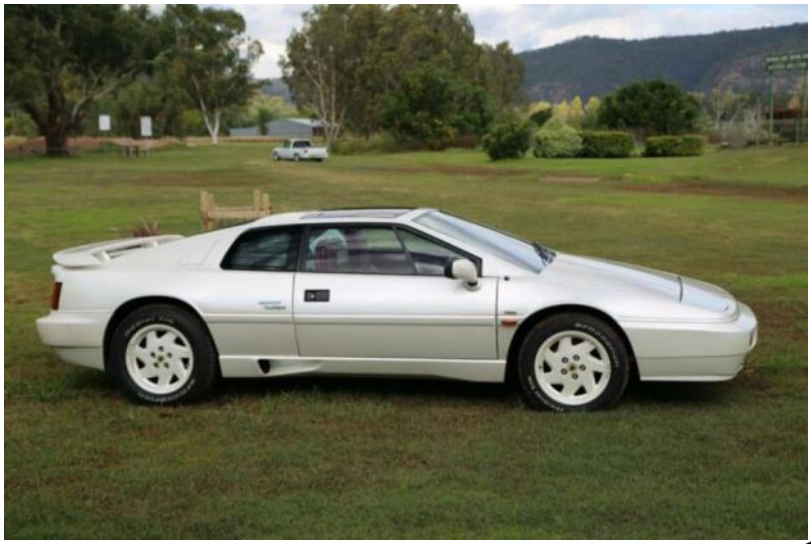
Fabulous to drive! I'm selling to fund the next purchase.

Bargain at $33,000 ONO. The car is currently on historic rego and is located in Bathurst NSW. Send Seth an email, and he'll put you in touch with Craig.

For Sale

1989 Lotus Sprit Turbo

1989 Lotus Sprit Turbo in highly original, time-warp condition is up for sale.
Everything works, and all major work has been done, including fuel tanks, brake rebuild, top-end rebuild, cam shaft oil seals and drive shaft oil seals. The interior has been refurbished with original leather and stitching.
Asking $65,000.
Any questions, or to express interest, contact Seth at web@clublotus.com.au and he'll put you in touch with the Seller.



For Sale

UNASSEMBLED AMAROO CLUBMAN

Sydney member Bill Pittelkow contacted us to tell us that an old friend in Victoria wants to see his unassembled Amaroo Clubman. He finds he is unable to finish it due to ill health and work commitments. The parts have been stored dry at Emerald (Vic) and cost him at least $25K. He suggested a sale at $12K negotiable. His phone is 0411 024 021 and his name is Lachlan Thompson. Alternatively, Bill can answer some of the questions about veracity etc on 0412997572 anytime.

Package Includes

Amaroo Clubman Chassis, Roll Bar, Cortina Disc Rotors New. Cortina TC Uprights. Cortina Brake Calipers, Escort Rack. Locost Book. Mag wheels (4), Amaroo Fibreglass Nose. Springs front & rear

Duratec 2 litre Australian engine, Charcol Cannister, ECU, Focus Instrument Panel, Focus Steering Column, Fuel Pump. Loom. Seat belts. Duratec FBW Accelerator, Duratec Exhaust. Super 7 Badge

Guard moulds. Fibre glass & Resin batch 2, Fibre glass & Resin batch 1, Escort Mk2Tail shaft Axle caps & wheel nuts, Control cables, Flasher, Brake Calipers. Foot pedals, Front discs, Front Seats

Fuel tank filler, Gearbox 4 speed, Hand brake, Hand Brake cable, Heater, Horn, Number plate holder

Radiator, Escort Rear axle & Diff, Relays and assorted electrics, Seat belts, Starter motor, Steering column, Steering rack, Stoplight switch, Tool kit, Tyres (5), Wheels (5), Aluminium Scuttle (Made in UK), Cortina Uprights front Set 2 (spare set), Cast Gearbox Top, Rally Design UK Bellhousing, Rally Design UK Pedal Box, Engineering Ben Wright, Whitepointer Lotus 7 Wing Guards, Head Lights & Aero Screens, Ford Escort 5 speed Gearbox Already fitted to bell housing and sierra hydraulic clutch

filler cap brakes, Electronic speed sensor, seat belt anchors, Rally Design UK Brake master res, Tie rod ends, Asssorted Rivets & Fasteners, Mini Wiper Assembly, Steering rack rubbers, Steering rack boots, Lotus Gearbox Mount, MGA Clutch Disc, Cooper wiper blades, Roll Bar, Mazda 3 Flywheel, Fuel Tank, Aluminium Rear Guards (made in UK), Rear axle brackets, Whitepointer Seats Clubman, Rally Design UK Engine mounts, GAZ Shocks



Amaroo Clubman. Please note this is NOT a photo of the advertised car , but of an existing model of this clubman.

For Sale

1968 Lotus Europa S2



1968 Lotus Europa S2 (Type 54) Australian delivered Black Badge model (to commemorate the death of Jim Clark in 1968) in amazing original condition with long known history. 64,000 original miles. Yellow with black interior. Renault 16TL engine and 4 speed gearbox. 13" Performance Minilite wheels. Original steel wheels (Can be provided if required at a cost as currently in Tasmania). Spare Renault engine (Internal condition unknown, but can be provided if required at a cost as currently in Tasmania). Factory workshop manuals, tool kit and jack. Chassis number 541162. Europa S2 production total of ~2750, with Black Badges being approx. 50% of that number. I have known this car and its history for over 24 years. An Australian delivered car and fitted with a Geoghegan weber carb and exhaust performance kit. Original yellow colour and black interior. Paintwork is in great condition, and considered to be majority original. It was based in Adelaide for over 10 years to my knowledge. It was purchased by my father (a mechanic) in September 1995 and was relocated from Adelaide to Tasmania. In 1998 the car was sold to a family friend. During this ownership of 17 years, the car was rarely used, and was mainly storage in a dry warehouse as part of a large car collection. In December 2015, I purchased the car back from my family friend, and relocated the car to Victoria. Due to the extensive period of storage, once the car was in Victoria, V&A Spiteri performed an extensive mechanical refurbishment over a period of over 6 months. The focus of the refurbishment was to rebuild/replace all mechanical parts to ensure reliability and safety, and introduce a few improvements beyond standard to make to car more useable. I have supporting invoices for parts and labour totaling more than $40k. A list of refurbishments is included below. Today it is presented in fantastic, honest and original condition, with all required mechanicals refurbished. Some minor improvements were made to make the car more useable and reliable without over-restoring the car where it would lose its originality (e.g. improved ventilation, electrical cut off, four-wheel disc brakes etc.). It will be sold with a history file and workshop manual. It's currently on a historic club permit, so registration is not transferrable. Please contact Darren on 0439 315 759 for further information, or send an email to Darren.fogarty@hotmail.com List of refurbishments include (but not limited to): Brakes: Full "Banks" 4-wheel disc brake conversion system (from the UK) New brake master cylinder Braided brake hoses Original handbrake works on 4-wheel disc conversion Suspension & Tyres: New Michelin tyres 4 GAZ adjustable shocks Suspension bushes Machine suspension to correct caster and toe New wheel bearings Rebuild and shim steering rack Replacement rear hub and rebuild Machine and rebuild front hubs New drive shaft seals Rebuilt CV joint Rebuilt driveshaft Engine: Full exhaust system from head to tail pipe New intake manifold Rebuilt carb Heat shields to stop fuel evaporation in carb New water hoses Repaired water pipes New water pump New engine mounts New battery New sports air cleaner in improve engine accessibility Compression test was strong and negligible oil consumption so engine was left unopened Body and cabin: Improved cabin ventilation by ducting and fans New seat belts New roof lining and sun visors Lined and heat protected luggage bin Rebuilt passenger window winder Installed battery isolator switch Installed engine bay Dynamat to reduce cabin heat Rust protect chassis rails Rebuilt wiper motor

For Sale

2003 lotus esprit v8 twin turbo

2003 lotus esprit v8 twin turbo , one of the last 6 right hand drive lotus esprits ever made , final edition with all the highest spec fittings lotus ever offered on the v8 esprit like AP racing front brakes , centre rear exhaust , latest dash , round rear tail lights etc, original condition, has never been damaged or resprayed everything is as it should be and in excellent working order with full up to date service history and extremely well maintained , It should go without saying , but everything works and operates 100 % as it should . please call or email to arrange and inspection and discuss the car.





$110000

Odometer 48262

Liam Ohalloran

Ph 0410 13 14 38



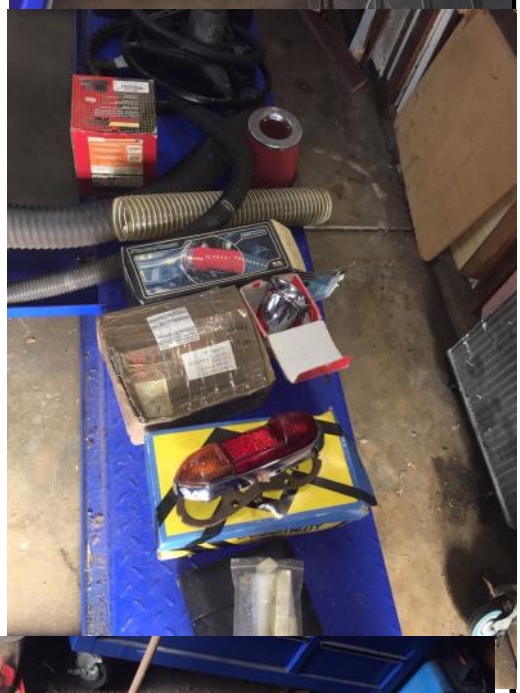
For Sale

Garage sale, Lotus Elan S3 (and some Mk 2 Cortina) parts.

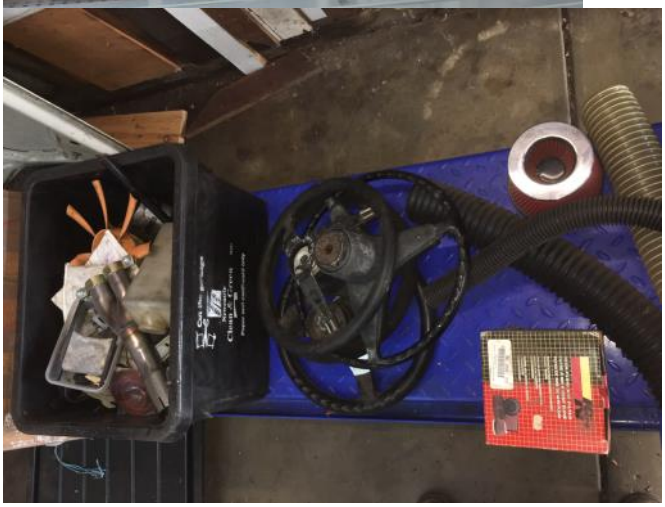


Now that the resto is complete and the car has a new home I have a large stash of surplus parts that I'd also like to find good (preferably Club) homes for.
Includes 711M block complete, lotus piston sets new and used, lotus crankshaft, other engine parts, clutches galore, surplus trimming material, fuel pumps, wheel bearings, steering wheels, lights, steering wheels, ducting and air cleaners etc etc.
If you don't see what you're after in the photos ask, there are boxes and boxes of this stuff. First in best dressed.
Happy to post anywhere or if you are Sydney based, feel free to drop by (Five Dock) and have a fossick and chat, I'll put the kettle on.
Special Club Lotus prices and 20% of proceeds, when tallied, to Beyond Blue
And as Frank says, Bundle and Save!
Robert Verhey
robertverhey@yahoo.com.au

Ph 0421313257



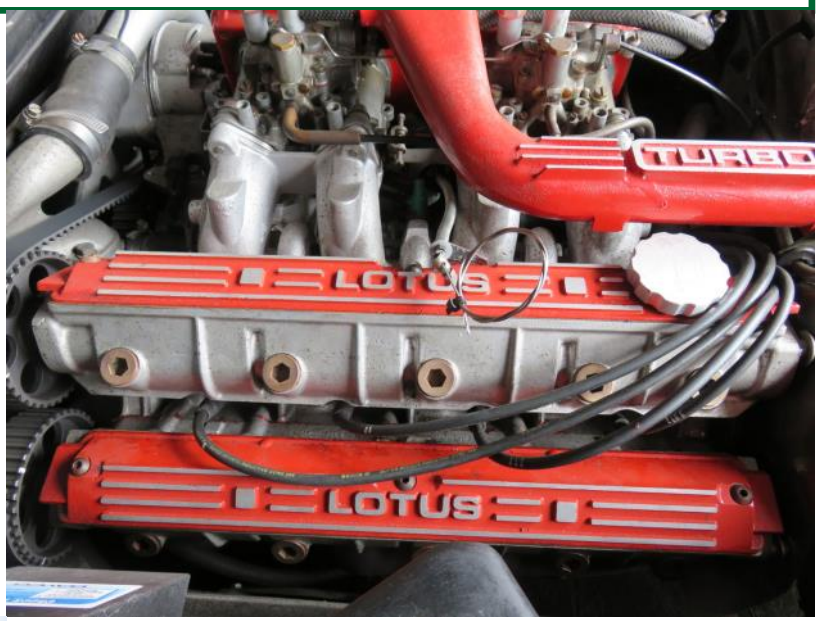






For Sale

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 centre 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