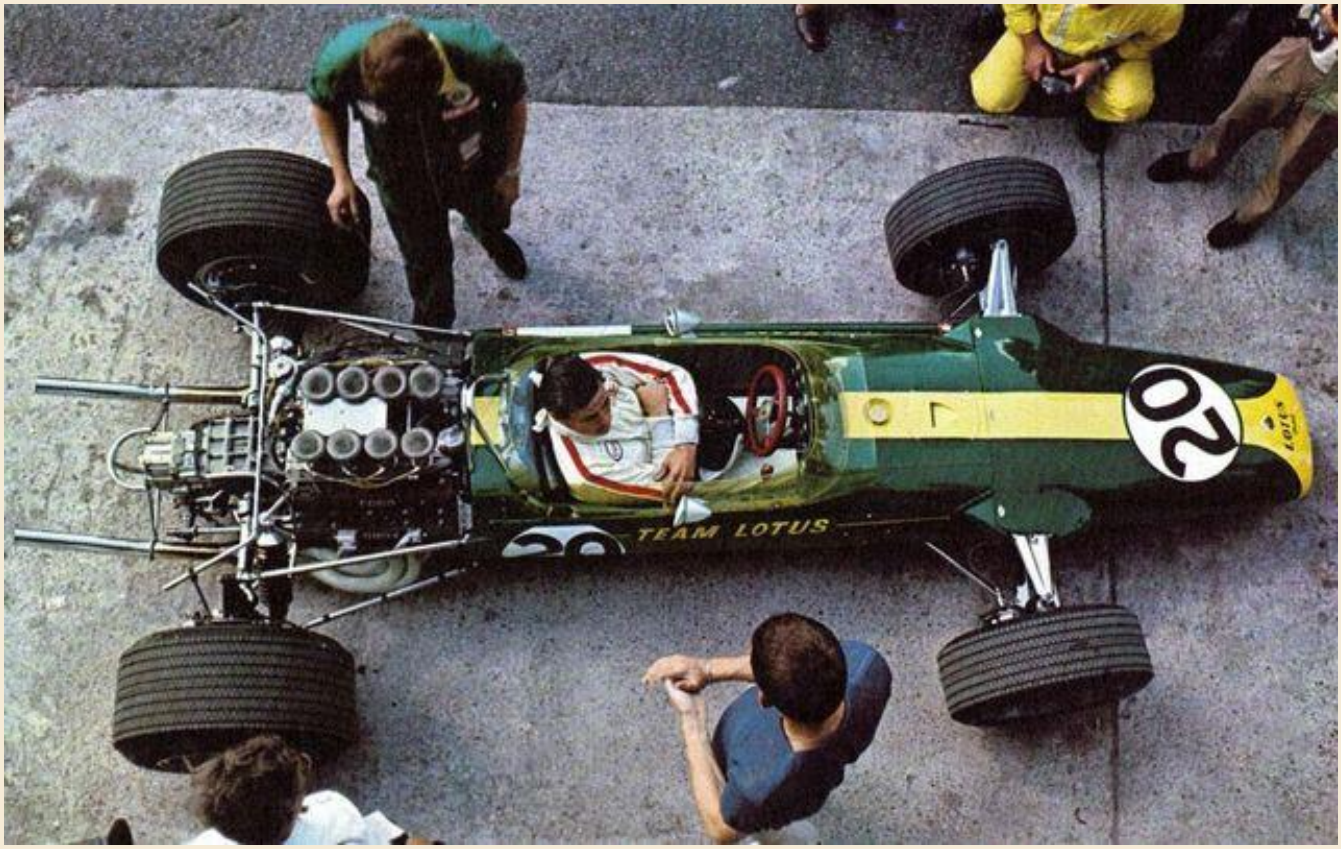
SEPTEMBER 2019

Chunky's Chatter



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



Inside this issue

- Lots of news and great days out from SA and WA.
- Myths and Legends returns with Clarks amazing 1967 Italian GP drive.
- Photos from Shannons British day where CLA was well represented.
- A bumper load of classifieds.

Club Lotus Australia
September 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. Jim Clark preparing to go out for the 1967 Italian Grand Prix (Story page 7)

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.

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

Presidents prattle
With Ashton Roskill



Hello!

I'm back, and right back into things.

First up, we had a committee meeting last weekend to confirm our plans for the last few months of this year, including:
- the All British Day (contact Evan on evanj@optusnet.com.au for tickets) on **Sunday 15th September**
- a decision to stay at the Kokoda Cafe for Tyre Kick - it seems to be very popular, with good coffee
- LOTS more Motorsport events, including Targa GBR as I write this, and Targa High Country in early November, HSRCA Spring Festival at the end of September, the Alpine Classic in mid October, CSCA events and any manner of fun and games to get involved in on track and off.
- our Christmas Party on **Sunday 8th December** at the Commandment Rock picnic area in the Lane Cove National Park
and if there's enough interest, I'm planning an evening with Gidget to run through some of the many photographs and experiences we had on the Peking to Paris rally in November.

Further out, we are starting to plan the Lotus 2021 event; as many of you will know, the plan is to spend a week in Tasmania, enjoying the great food, amazing wines and, of course, the phenomenal roads. So much so that we have adopted the strapline for the event "The roads are the track". Plan is to be in Tasmania in the last week of February of 2021, and we will be sending out an expression of interest to see how many we might expect to join us. Watch this space!

Chez Roskill, the garage is about to have a shuffle, as the Eleven has to go off to Adam Doyle Smith in Queensland to repair the damage done en route to Lotus 2019, the Elite is due to return in time for the HSRCA Spring Festival at the end of September, and Gidget comes off the boat next weekend, and most likely comes home as soon as Giles can get her out of the port. So there may be some congestion while I get them sorted out :) And here's my favourite two photos from the Peking to Paris rally (courtesy of Gerard Brown), one from Mongolia, and the second on one of the Russian special stages - hopefully they capture some of the fun we had.





So as we charge headlong into the spring, I hope to see you out on the road soon, and in the meantime, keep it safe, upright and on the blackstuff,

Pip pip

Ashton

From the Editor Tom Devitt



Hi everyone and welcome to the September Newsletter and to spring.

Don't forget we have an area at the **All British Day at The Kings School Parramatta on September 15th.** Evan Jones has the tickets so simply email him evanj@optusnet.com.au and he will pop one in the mail to you **but be quick**!! The Club have bought the tickets for you, so your entry is free. Bring your British Car (Only British cars, sorry) or yourself without a car along for the day. You must pay the entry fee if you do not bring a car. So come along with your Lotus and see all of our beautiful cars on display.

A reminder that Ashton Roskill and Keith Edwards have CLA Car Badge stick-on decals for your car. They are $5.00 each and Ashtion and Keith's emails are on page 2.

We have recently ordered name badges for all new members so these should have arrived in the post in the last couple of weeks. If you are a member and never received a badge or have lost yours, simply email me and I will order you one (no cost.) If you would like one for your partner or children who are not members, then cost $10.00 each. Again, simply email me and I will get it all organised (t.devitt@bigpond.com)

There are still plenty of spots for our next Lotus Lunch but please note that the meeting time is now 1.00pm.

By the way, the restaurant is separate from the Norman Lindsay gallery and Gardens, so if you are just coming for lunch you do not have to pay the National Trust entry fee.



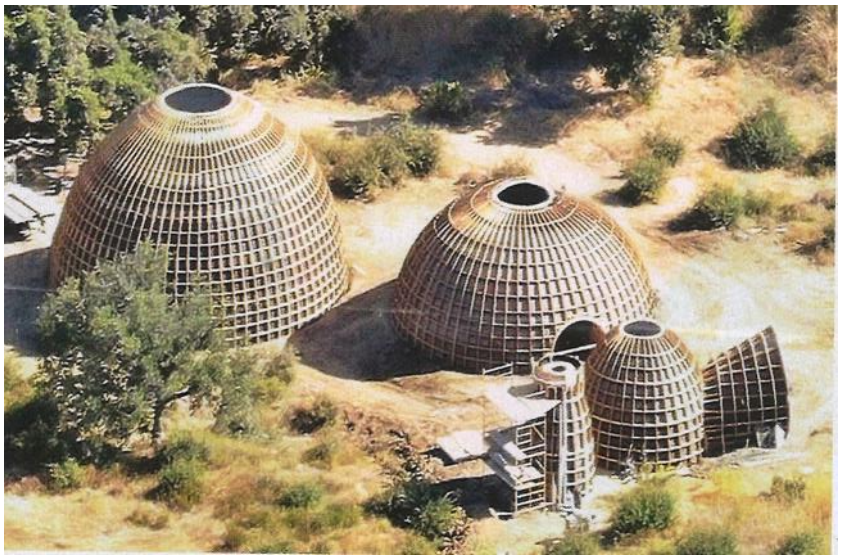
The rescued Excel and a great project for someone with a bit of spare time!!

Congratulations to WA Member Paul Lloyd who rescued a Lotus Excel from the crushers. Whilst Paul doesn't what another restoration project, he is happy if someone else takes up the project (Details in the classifieds at the rear of this newsletter)

And before I go, to prove lunacy is still well and alive in America, good old Kanye West is building a Yeezy Kommunity on his property in South California. As best I can tell Yeezy is a weird Adidas sneaker that Kanye supposedly designed but what sneakers and a commune have in common is anybody's guess. Maybe he is doing a deal with Karob to supply the sox!

Anyway it consists of 15 metre high domes apparently inspired by Luke Skywalker's childhood home (God give me strength!!)

Tom



Kanye's Kommunity under konstruction.

August Tyre Kick and Coffee at the Kokoda Café, Rhodes

Thanks to Peter Walker for the beaut photos







Historic and Classic Vehicle Newsletter

Transport Roads and Maritime Services have launched their Historic and Classic Vehicle Newsletter web page - the subscribe link is now LIVE on the RMS website:

https://www.rms.nsw.gov.au/roads/registration/get-nsw-registration/historic-vehicles/newsletter.html

The first issue is currently in draft phase, and they are aiming to launch in the first week of September.

They encourage clubs, members, and the general public to subscribe now in order to receive this inaugural issue.

Lotus Lunch

The next Lotus Lunch is on Saturday 19th October

1.00 Pm at Lindsay's restaurant. 12 Norman Lindsay Cres. Falconbridge NSW 2776



Part of the magnificent grounds surrounding the Restaurant and Gallery showing a fountain sculptured by Norman Lindsay



Join us for Lunch at this fabulous setting in the Lower Blue Mountains at Falconbridge. This high quality, friendly fully licensed restaurant serves delicious food & wines that, are sourced locally.
The Café/ Restaurant forms a part of the estate and historic homestead of the late Norman Lindsay - a famous Australian artist renown for his sculpture, etchings, and somewhat risqué creations of the female form. Norman Lindsay was also the author of the famous Australian children's novel 'The Magic Pudding'.
Whilst you are there why not have a tour of the Norman Lindsay gallery which contains not only his art work but sculpture and some magnificent ship models. Its extensive gardens and bush trails, is one of the most relaxing experiences anywhere in the lower blue mountains.
*Entrance to the Gallery and Gardens is by paid ticket only ($17.00 adults, $15.00 concession) Proceeds go to the National Trust, **however if you are just coming to the lunch there is no charge for entry to the restaurant.**

Bookings essential to Tom Devitt 0147 295 549 to via email t.devitt@bigpond.com



Details of the interior of the main room at the Norman Lindsay Gallery

52 years ago this month, Jim Clark drove what was probably the greatest race of his career.

LOTUS Myths & Legends

An occasional column by Tom Devitt

Certainly, in the eyes of Colin Chapman, it was the one race of Jimmy's career that stood out.

On the 10th September 1967, at Monza Italy, Jim Clark took pole position in his Lotus 49 (2) with its new Ford Cosworth engine. Lotus cars were also in the hands of Graham Hill and Giancarlo Baghetti included, as Dennis Jenkinson reported at the time, as "a good local politics move". On the Saturday, the team carefully monitored Baghetti's fuel and when he ran empty at the end of practice, the team figured they had gauged the correct fuel consumption for the race.

The start of the Italian GP was always going to be confusing, this time even more so! Firstly, the cars entered the circuit, but a few lengths back from the true grid positions. Various flags and signals would be displayed to move the cars slowly forward to the grid proper, and the race was started with the drop of another flag. But confusion and simply ignorance of the starting procedures meant the race officials totally stuffed-up the start. Jack Brabham, sick of all the nonsense, simply took off in the lead with tires spinning accompanied by McLaren and Gurney, leaving poor old Jimmy at the start!. By lap 5 however, Clark was in the lead and had a full second lead over Graham Hill. He led the race easily for 12 laps, when disaster struck with one of his tyres going hopelessly out of balance. Around this time, Lotus and Firestone were experimenting with a tubeless Formula 1 race tyre, but to be doubly certain they ran the tyres with tubes. Whilst the cause is not documented (probably a puncture), the inner tube of the offending wheel lost all of its air and started gathering up inside the tyre and then twisted over to one side. This meant the tyre was hopelessly out of balance and Jim had no choice but to come in.

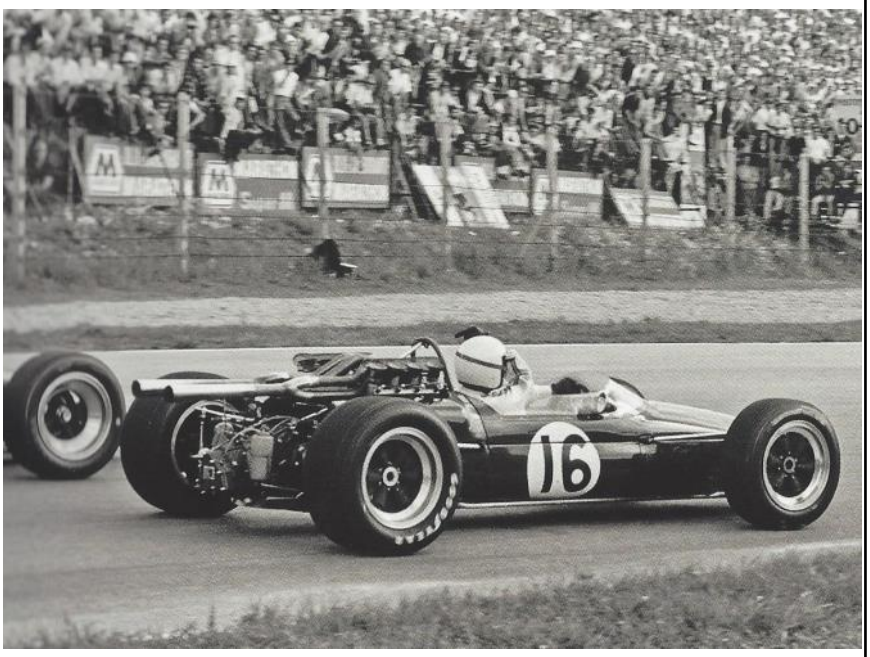
Monza back in 1967 was a lethally fast circuit without the doglegs of Ascari, del Rettifilo and del Roggia. During a Grand Prix, once the race rhythm settled down, it was all about slipstreaming for every hard-earned position. By the time the tyre had been replaced and Jim had



Jimmy offering his ice-cream to his then girlfriend Kate Eccles. Colin Chapmans biographer Jabby Crombac, behind Clark, fiddling with his camera

stormed out to re-join the race, he was a lap behind. An impossible position, even more so at Monza.

Clark drove as no one had ever witnessed before. By lap 20 he was already in 11th place and at lap 21 he was behind he leaders, on lap 26 he set a new lap record of 1 minute 28.5 seconds, By lap 33 he overtook his team mate Baghetti and at by lap 60 a huge roar went up from the Lotus fans as he passed Jack Brabham for the lead at Curva Grande. He then increased this lead to such an extent that none of the following cars could hold onto his tow.



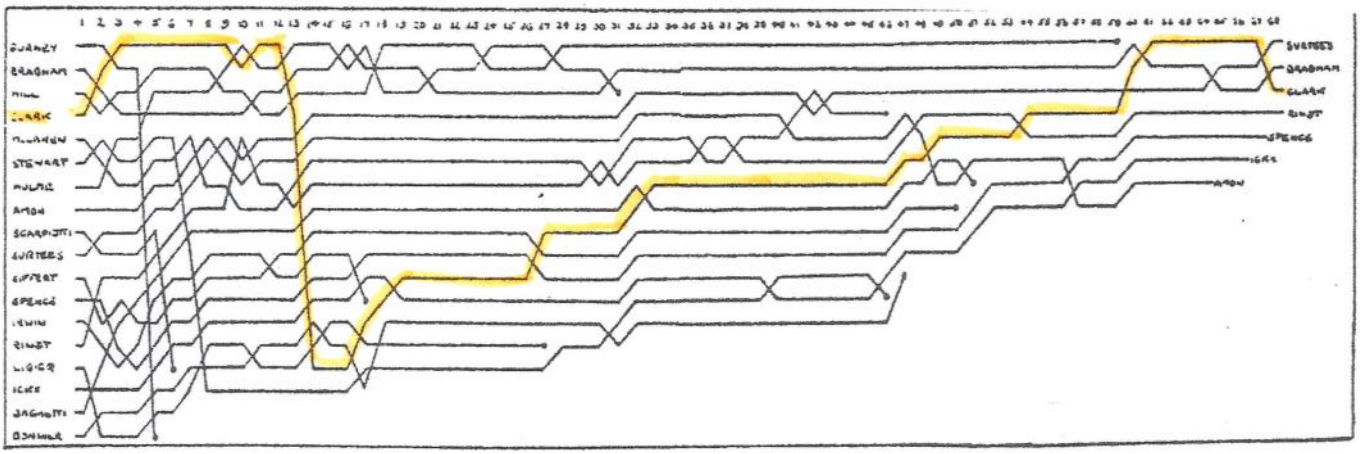
Jack Brabham indicating to Clark that something is wrong with his rear wheel

Sadly, in the end, this was not to be his race and on the last lap, he ran out of petrol, spluttering and coasting into third position beaten by John Surtees and Jack Brabham. In fact, this story has a bitter twist as after the race the mechanics discovered that there was still 2 ½ gallons of fuel left in the tank. Lotus had been experimenting with safety foam in the tanks to stop the fuel sloshing about, but it had been this foam that stopped the fuel catch tank from getting these last 2 ½ gallons.

Jimmy walked back to the pits and said calmly to Chapman "You know Colin, I wish you had put enough petrol in the car" and then walked away. Chapman later recalls this moment "it's the only time he ever mentioned running out of petrol, he didn't nag, he didn't moan, it was unbelievable and I've never had a driver like him. He sliced me down to size with just one little remark like that.

At a party a couple of weeks earlier Juan Manuel Fangio was heard to remark to a group of friends, "Jim Clark is outstandingly the greatest grand prix driver of all time"

Surtees Honda victory marked the last victory for the team until Jenson Button won the 2006 Hungarian GP. Of the 18 cars that started the race, only 6 officially finished



The definitive reference for races of the 60's is the series of books titled 'A record of Grand Prix and Voiturette racing' by Paul Sheldon. Here we can see Jim Clark's progress (Yellow line) from his disastrous 12th lap to his unprecedented fight back to the lead, only to loose on the last lap

Quokka Talk –

July EMR Guildford to Wild Goose Café – Sunday 21st July 2019

by: Paul Clark
photos: Paul Clark & Ellie Hamilton

Sunday 21st July dawned cloudy and threatening rain, so on arriving at Guildford station, our traditional meeting point, I was not surprised to see fewer cars and all roofs firmly in place for once.

A total of five intrepid Club member's cars were present. Four Series 3 Elise's of varying fettle and a very nice Series 2 Exige, all ready to roll. After some chat and comments, route plans and radios were distributed to each car and we set off for our run.



Paul Clark trying to find the driest line in his freshly washed, whitish S3 Elise 1.6

WA is blessed with some great driving roads just a short drive from the Perth CBD. The early stage of the trip took us out through Helena Valley and Darlington as we climbed out of the coastal plain and up into the hills.

The roads were damp but progress was brisk. Crossing the great Eastern highway, we turn left onto Park Road, recently resurfaced, but you'd be hard pushed to notice. This ribbon of tarmac snakes through a forest road running along the edge off the Darling Scarp. The views are breath-taking, but that's for the passengers—the drivers' focus is elsewhere, on the road ahead—the feedback from the chassis and the inputs and adjustments of steering, brake, clutch, gears and throttle.

A kangaroo hopped out on the track just a few meters in front of the lead car, I braked (love the way these cars stop), avoided incident and continued, calling out the presence of 'Skippy' on the radio to the following group. Park Road was dispatched with no further marsupial sightings.



Dave & Dawns S3 Elise 220 still looking remarkably clean at the end of the run

A left turn and we were off and climbing again, via Oxley, Victoria and Roland Roads to Boyamyne via sinuous well tarmac'd roads with climbing, sweeping corners. Then a fun section through 'Wedgetail Circle', 360 degrees of well surfaced fun, with good sight lines. It includes some slow down spots, a.k.a. chicanery and some roundabouts, all to be dispatched with fun, pace and ease, damp conditions not dampening the enthusiasm on these empty roads.

Next, some quick and interesting long sweepers through Highlands, Hidden valley road, Hawkestone and others – more open corners allowing us to extend the legs of the cars and with good visibility and no traffic, this was all very enjoyable.

The route continued, good roads, next to no traffic, allowing us to enjoy the cars and with safe and rapid progress. The next section of the route took us up Reen Road, which starts as a fast and open road and then as it progresses, throws down some crests, adverse cambered dips and tighter corners.

The addition of some rain, some spray and changing grip conditions made it more interesting, but swift progress continued, with the cars and the drivers lapping up what the route and the conditions had to offer. Reen gives way to Reserve and Berry Roads, part of a number of favoured routes for the Lotus WA crew.

Berry offers fast open sections, linked by tighter off cambered corners, to increase the 'difficulty' level. Next up Bailup and Burma Roads, to bring us to our comfort break at the town of Wundowie. After a little cool down, some banter in the sheltering lee of a toilet block (classy), we jumped back into our cars and continued our run.



Paul & Steve setting the pace in their S3 Elise's



Wild Goose Cafe

Via Coates Road and Great Eastern highway, we turned onto Oyston Road for a fast blast on a relatively straight section of tarmac, then right onto Inkpen, which offered more swoops and challenges to re-join Great Eastern Highway. From there a new section of roads, recently scouted, which offered some interesting diversity, before dropping us back out onto Toodyay Road, for a short blast up the main highway, to our final destination at Wild Goose Café in Gidgegannup.

The restaurant was a great venue to finish our trip, with a massive open fireplace and a lovely roaring fire. We sat ourselves on the large couches adjacent to the fire and enjoyed conversation and drinks, before taking our final seats at our table and enjoying a welcome lunch. When you own a Lotus, for me, it feels like every day is Christmas. Christmas in July at Wild Goose Café after a fun and successful EMR – icing on the cake.



Roaring Fire - Wild Goose

SA Lotus Torque

An occasional contribution from our SA correspondent
Cheers from SA
Andrew Stevens

Who'd be an editor ?
As the deadline for the August edition of Lotus Notes came and went, poor Simon sat waiting for the promised SA content, only to be bitterly disappointed. Knowing that the SA Lotus Torque is the highpoint of each month's magazine, I'd let him down badly. After the grovelling apology, the canny bloke extracted promises of a bumper article for the September edition. But as the September deadline approached, what did he have in the input folders to fill the pages set aside for SA. Zip, Zilch, Nada. Oh, no ! Was he going to be left bereft once again, having to let his readers down, or could he cajole the reluctant croweater out of his lethargy, stretch the edges of the production process to snatch victory and once again fill the pages of Lotus Notes with news from South Oz.
Luckily for all of you, we've got someone as dedicated and persuasive as Simon, who makes up for all the failings of us mere mortals. The result is not his fault !

July Monthly Run to Meadows the long way
It's pretty rare to have miserable weather in Adelaide, and even rarer for it to be wet and drizzly on a Sunday of a Lotus Run. Obviously someone up there can't read the CLA calendar properly. And so July was just that little bit unpredictable and slushy as part of our seemingly wet winter, meaning that some of the Lotus stuck their nose out the garage door, went yuck, and promptly pulled on the handbrake. Nevertheless a hardy few came out and with the weather threatening, we decided that a short run to Meadows was in order, but with a twist.
We were able to welcome back Ben Hern on holiday from Norway, who had dug his S1 Elise out from hibernation to join us. More auspiciously, Julian Casson has recently moved to Adelaide bringing with him the world famous Elsie the Alaskan Elise back to SA (G'day Giles !). Instantly recognisable, Elsie was as immaculately presented as ever, and Julian is a great custodian. As a result, S1 Elises outnumbered Evoras and balance was returned to the universe.
The Meadows Bakery is one of our favourite destinations, with a great venue and welcoming staff. Over winter they have homemade soup as well as the usual fare.
If we get there early we beat the bike crowd (who'd wisely stayed indoors as well), and get the room out the back to ourselves. For a change we didn't fill the room, and the staff had a much easier job than usual due to the innovation of ignoring our "we're with them" and actually using order numbers. As we finished, and pulled out for the run home, the sun broke through to complete a very enjoyable (roof up) run.


An eclectic mix, from Peter's Europa S to The Cave's Elan+2 at McLaren Vale

August Monthly Run to McLaren Vale via just about everywhere
Well if July was a small(ish) turnout, the pendulum swung in the other direction for August. Not only did we have a fantastic winter's day, but the array of Lotus in the carpark was huge. We welcomed two new(ish) Lotus owners to the fray. They made it easy and decided to both use the name David for the day, and to make it even easier drove almost identical late model SC Elises. So a very big Lotus welcome to David Wiseman who'd brought along his pristine white Elise 220 Sport, and David Rogers who'd recently acquired a local Elise S that had been nicely upgraded by SSC to similar specs, but splendid in Ardent Red. Peter Chaplin brought his daily drive Black Europa S along, having complained of feeling deprived while recently working in England.

As usual, we had an interesting mix of cars, although the pod of early Lotus that have often joined in were missing. Maybe spring will bring them out of hibernation.
One car that was definitely not missing was Chris Sofokleos immaculate White S1 Esprit, complete with 007 number plates. Chris's job at the airport doesn't allow him much opportunity to join us on runs. But he does usually arrange to get his car to the All British Day. When I visited the ABD back in February, I was surprised that his car wasn't in the Club Lotus display. That's because it was in the prize winners area, having been judged Best Of Show from amongst almost 1000 entries. And deservedly so.



Star Car, Chris's ABD Show winning S1 Esprit at McLaren Vale

We realised that this was going to be a long queue of cars departing the carpark and heading up the freeway towards Crafers, so the decision was taken that Michael Ford would lead the way to McLaren Vale where a table awaited us. Michael wanted to know if we wanted to go the usual way ? The collective no ! was all he needed and away we went on an adventure drive that had some wondering if we were really going to McLaren Vale, explored parts of the Adelaide Hills that some didn't even know existed, and took in some of the tastiest, most scenic parts of the southern vales. The fantastic winter weather had completely confused the flora, and we went from the delicate white blossom on the fruit trees in the run into Clarendon, to the bright yellow wattle illuminating the run down into Kangarilla and Blewitt Springs.



Three supercharged Lotus in the sunshine of McLaren Vale

The snake of brilliantly coloured Lotus wound its way behind Michaels silver Evora. We felt pity for the 4WD who pulled over to let the following sports car through, only to have to sit and count the number of cars as they flashed past one after the other. As we dashed along, people stopped and stared (they do tend to do that when you drive a Lotus), waved, and smiled. So did we – smile I mean. You don't get many more enjoyable drives than this one.
We tracked past the Mt Bold Reservoir, and up the hillside to Chandlers Hill with spectacular views to the Happy Valley and the coast at Hallet Cove, before Michael pointed us south past Yangarra Estate towards our destination. We swept our way across the hillside on Blewitt Springs Rd before plunging downhill to McLaren Flat, forming another cavalcade through McLaren Vale itself, before disgorging our passengers at the McLaren Vale visitor centre for coffee, cake, and morning tea.
David Hopper soon found himself the pseudo waiter, having perched adjacent to the coffee window, as the Barista made short work pushing out the orders. The queue to compliment Michael on the route navigation was surprised to learn that he'd made it up as he went along. The sign of a misspent something or other ! He definitely hasn't been spending it playing billiards.
There was lots of catching up and discussions on topics as diverse as travel plans, brake upgrades, and how well the next track day at The Bend was going to be supported. David Wiseman walked away with a list of things to investigate (and $ to spend) for his new acquisition, while at least one member was revising his forthcoming UK trip to take in a detour via Elise Parts on the way back from Hethel.
As people drifted off, I decided to locate my wife who was reportedly somewhere in the nearby Kuitpo Forrest at a trail running event. I never did manage to find her, but I did stumble across Perrini Estate nestled away on the edge of the forest. After a chat with the owners, a carton of cleanskin Chenin Blanc was strapped into the passenger seat to even up the weight distribution. Or at least that's what I told myself as I handed over the cash before heading back to Adelaide.



An eclectic mix, from Peter's Europa S to The Cave's Elan+2 at McLaren Vale

See You Soon

We meet up every first Sunday of the Month, usually at the Sikh Centre at the bottom of the SE Freeway up track before the Toll Gate. Get there by 9:00am to catch the crew.

Anne Blackwood is organising another couple of Adventures So if you want to get out and about (and it doesn't have to be in a Lotus) contact Anne to be a starter!

"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 zigzag 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 would 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.

Ann is also looking at putting together a tour group to spectate at Race To The Clouds, Pike's Peak, Colorado next June 2020. Anyone interested please let me know. anne_blackwood@hotmail.com





Above, a fascinating ariel shot of the dramatic circuit and to the left one of the original competitors when the track opened in 1916.

CSCA Report: Round 5: 17th August 2019

Sydney Motorsport Park (Brabham)

The Wooden (Morgan) Round



Len and Mike alongside the very quick 26R

What a cracking day, cool start then the warm of Sydney winter and slight whiff of "Eau De EC Rubbish Tip" in everyone's nostril's – meant the full SMSP track was ready for the onslaught. It's rare that access is granted to the 'full' circuit – with both North and South Circuits combined and the Lotus team were up for it.

86 runners were confirmed for the day over 5 groups, meant that 6 runs were possible and 12 minute sessions became the norm as the day progressed. The CLA crew were setup over 4 carports and as usual the banter moved between the good, the bad and the ugly … but always funny.

Soon it was the drivers briefing, the Group 1 contingent were ready to go on the dummy grid – with the weapon of choice – a Lotus of course – in a vast array of colours, engine sizes and series – it was great to see in the Sydney Sunshine.

So onto the results!

Lotus fill 5 positions in the top 10!

Fastest marque car of the day was Leigh Fuller with a 2:08:4 – what a fantastic time and also fastest in P3. Next up was the Green Machine of Martin Duursma in the Cup 430 with a 2:09:1 (fastest in M3). The close sprinting between Leigh and Martin was again great to witness and had the assembled throng on its feet as usual. Leigh and Martin were 3rd and 4th respectively on the day.

Next up Liam Sheppard came home with 2:13:7, fastest in M2 and 8th fastest on the day. Liam really had the car moving and continues moving up the grid in every outing – a great result. The fastest 4 Cylinder Toyota based non-modified car Lotus on the day.

Brett Stevens was next with 2:14:1 a great drive and Brett continues to tame the Black Beast – it won't be long until he is nipping at Leigh's and Martin's heels. Brett and Liam had a duel going that rivalled Leigh and Martins.



Colin Rudd round out the Top 10 with a 2:15:0 and keeps moving up the timesheets – a great drive!

Len Goodwin had the 1964 Elan firing with a sensational time of 2:15:9, heading the field in M1. What a car, what a sound, what a driver! It was heard at the end of the day that more HP was needed in the Elan … watch this space!

Rex Hodder was next up with a 2:17:0 and was in M1. The fastest of the non-supercharged Toyota's – great drive!
Tim Kierath was next in the Exige 410 with a 2:19:1. Tim is still getting used to the car and is setting some excellent times – well done Tim.
Terrance Waugh in the Banks Europa set a 2:21:7 – great drive and a great and unique car and beautifully presented.
Keith Edwards had a 2:24:7 in the Audi RS3 and enjoys every minute on the track.
Melanie Valdes was next fastest and fastest lady





driver of the day and posted a 2:26:1 and had a great day. Both Mel and her support crew (aka Gino) finished with big smiles on their face.
Gemma Gibson posted a 2:38:2 in the Elise S. Gemma's keeps on improving round on round – great driving Gemma.
While not a CLA member, special mention should go to Madison Downs – driving Tim Mackie's S1 HPE. Madison, set a time of 2:12:3 proving that transition from the virtual to the real world can be done – great driving!
It was great to see numerous CLA members turning up to say hello, lend a hand and be part of the team – many thanks all.
At the end of the day – there was plenty of smiles, a few PB's! The next event will be at SMSP (North) on the 14thth September hosted by the MG Club. We look forward to seeing you there!
Yours in Motorsport,

The CLA Motorsport Committee.



Classic Team Lotus, victory in Britain and Canada

On the weekend of the 14th July this year, Classic Team Lotus enjoyed its own 'Wonder Weekend' of sport, with success at the British Grand Prix and the Sommet Des Legendes at Mont Tremblant, Canada.



(Above and below) Australian James Davidson winning the British GP Masters Formula 1 support race

As he could not be in two places at once, Andrew Beaumont (owner of a Lotus Type 81 and type 76) arranged for Melbourne born and Indianapolis driver James Davison to race his type 81 in the British GP Masters Formula 1 support race. Despite never having driven at Silverstone, James put the Lotus type 81/2 on pole position, at the front of a competitive 23-car grid. He led the way in race 1, only to suffer a rare input shaft failure. Mechanics Kevin Smith and Lewis Cullington managed a wonderful job to have the car ready for race 2. Starting 17th, James put in an astounding drive to victory.
Meanwhile, in Canada, Andrew Beaumont was racing his type 76 to the finish in both Historic F1 races, with a best placed finish fifth. Team mate Greg Thornton did even better, winning both races in his type 91.



The Lotus 76 driven by Andrew Beaumont in Canada





(Left) Greg Thornton won both of the Canadian Historic F1 races in his Type 91

It doesn't always have to be about Lotus does it?

Sir Frank Williams, owner and co-founder of Williams Grand Prix Engineering, this year celebrates a record 50 years as a Formula One Team Principal, and we look at Bill Buckle, Australian car manufacturer who turned 93 recently

On the 10 Jul y 2019 Sir Frank Williams, owner and co-founder of Williams Grand Prix Engineering, this year celebrated a record 50 years as a Formula One Team Principal, making him to longest continuously serving head of a Formula 1 team (even exceeding Enzo Ferrari!).
Sir Frank Williams still is and always has been mad about motor racing,
At an early age he tried driving on a track in a short-lived racing career - "I was always going off the road!" Turning his attention to running a racing team proved an inspired move and three years after setting up Frank Williams Racing Cars, he bought a Brabham F1 chassis and entered the 1969 Formula One campaign. Fifty years later, he's still at the helm of a Formula One outfit.
In 1970, his driver and dear friend Piers Courage died in the Dutch Grand Prix. This hit Frank hard. "He was a great character," says Frank. "He had superb manners and taste. Losing him was major loss. When I went to the funeral, there were no dry eyes."

Battling on, he found the money to keep racing, even conducting team business in a phone box after his office line had been disconnected because of unpaid bills. He ultimately sold the team to Walter Wolf, and though he stayed on as an employee. That was never going to work so he soon joined forces with Patrick Head to set up a new Formula One team **Williams Grand Prix Engineering** in an empty carpet factory.

In only the team's second full season, they won their first race – the 1979 British Grand Prix. "I was very happy," says Frank. "Hours after the race, my wife Ginny and I were sat in our caravan. It just felt surreal." The year after, Alan Jones – "he was mighty quick and also very amusing out of the car" – delivered Frank his first drivers' title with Carlos Reutemann assisting in delivering the constructors' championship, too.

On 8 March 1986, tragedy struck. Frank had a car accident when driving from Paul Ricard to Nice airport, suffering injuries that would confine him to a wheelchair. Even with his debilitating injuries he had no intention of giving up on F1 and supported by his wife Ginny, he was back at the helm nine months after the accident and has been there ever since.



Frank, flat broke in the early days of his F1 team.

There was more tragedy for Williams in 1994 when Ayrton Senna died at the San Marino Grand Prix. "He was a very talented driver, utterly determined," says Frank, a driver whom he had long wanted to race one of his cars. Since his death, all Williams cars have the Senna 'S'. Jacques Villeneuve won the drivers' title in 1997, with the team collecting the constructors' prize, making Williams the second most successful constructor in the history of Formula One – an accolade they still hold until today.



The Senna image on the nose of a Williams Formula 1 car

Frank doesn't travel to many races any more, but he still remains Team Principal of the team he created with Patrick and has every intention of continuing on for many years to come.

Sir Frank Williams: "Fifty years in Formula One. Honestly, I haven't thought about it very much. I can't say I've loved every minute of it, because moments have been very difficult - I've lost my wife, I've lost drivers. But Formula One has been very good to me. I've always been nuts about speed, since when I was a boy, I'd drive around pretending I was a driver - that sort of nonsense. Patrick Head joining was significant, he was key in making this company what it is. We've had great success but there's a well-known expression in F1: 'You're only as good as your last race.' We will keep on fighting – and I'm not going anywhere yet."

On August 4th this year, a much unheralded Australian automobile manufacturer Bill Buckle turned 93

In 1927 William G (Bill) Buckle started the Buckle Motors company with showrooms at 127 William Street Sydney. Originally selling Triumph and Talbot cars, the company soon added Armstrong-Siddeley and De Soto (Chrysler Corp.) vehicles. In 1949 Citroen was added to the group.

In 1954, Bill designed and constructed a fibreglass-bodied sports car using Ford Zephyr components and named Buckle 2.5 Coupe. These cars were incredibly successful and held many hill climb and circuit records in their day. Twenty four cars were produced and many still running today.

In 1958, Bill Buckle travelled to Dingolfing in Bavaria to convince Hans Glas that his company could produce fibreglass bodies for Goggomobil cars, and subsequently obtained the rights for Australia. About 5000 cars were assembled from





The Buckle coupe

the German mechanical parts, with various style bodies, including the Dart, a light sports car, which Bill designed. During this time, the Company also distributed Borgward, Goliath, Lloyd-Hartnett, Hillman and Humber vehicles.
In 1961, he formed Bill Buckle Autos Pty Ltd., trading in used cars on Parramatta Road. In 1963, the Company purchased a L.H.D. Chevrolet Corvette and converted it to R.H.D., which led to the formation of Bill Buckle Auto Conversions in Brookvale. The Company flourished, converting Buicks, Cadillacs, Lincolns, Fords (Mustangs Thunderbirds), Corvettes, Firebirds, Camaros etc., until about 1967.
In October 1964, the company got the Toyota franchise selling Tiara, Crown and 700. The Toyota sales improved quickly from a monthly



Bill Buckle with 2 of his Buckle cars and the Goggomobil cars that he designed and manufactured in Australia



volume of 5-10 in 1964 to around 150 by 1975.
Bill was awarded the OAM on November 5th 2015 for achievements to the Australian automobile industry.

The comprehensive dashboard of the Goggomobil Dart

CLUB LOTUS AUSTRALIA AT THE 2019 SHANNONS SYDNEY CLASSIC

Sunday the 18th of August, 2019, brought around 1700 cars, bikes, buses, trucks and a few other wheeled and motored contraptions of more puzzling designation to Sydney Motorsport Park for the CMC's annual celebration of Sydney's motoring community. We were there to share the love of Lotus with a Club Lotus Australia display, and we have photos as proof.

We're just a few days away from spring, and Sydney entertained the idea of an early start on Sunday, putting on an absolutely beautiful day for the event. The venue was packed with every kind of motor-powered land-bound vehicle imaginable, and was a lot of fun to explore and chat your way through.

Our Club Lotus Australia display was excellent, featuring beautiful examples of the marque and showing off its variety and history. Our cars did a great job of piquing the interest of those who passed by, and we enjoyed chatting with everyone, making new friends and getting people interested in our wonderful Lotus community.



Ed Burton chatting to Ed Holly



Thanks to all who participated, Evan Jones, Ed Holly, Ed and Kath Burton, Rob Costa, Grant Karsten and Ashton Roskill (I'm certain I have forgotten someone so sincere apologies in advance) as well as everyone who came along to say hi!

Our next display will be at the 2019 All British Day at the Kings School in Parramatta. The day is coming up quickly and we're working hard on our display.




HSRCA SPRING FESTIVAL
HISTORIC RACE MEETING
SEPTEMBER 28-29, 2019
WAKEFIELD PARK
FEATURING
SPORTS SEDANS
REGULARITY ENDURO
Shell
Shell
YOKOHAMA
GUARDIANS
HISTORIC RACING
HSRCA
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WWW.HSRCA.COM
HISTORIC SPORTS AND RACING CAR ASSOCIATION OF NSW

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BlueScopeWIN Community Partners

Celebrate the Joy of Motoring

At the 10th Annual Motoring Expo

Australian Motorlife Museum
Integral Energy Recreation Park
Darkes Rd
Kembla Grange
(Wollongong)





BBQ and Coffee Shop
Double Decker Bus Rides
Music / Rally Bags
Able to Enter on Day

A Rare Display of Significant Racing Cars in the Museum on the Day



Sunday 6th October 2019

Gates open for entrants at 8.30
Trophy presentation 1.30
Public display 9.30 - 2.00

$10 per display vehicle
$12 per person entry into Museum
$6 for children

Phone 4261 4100 Email admin@motorlifemusuem.com
or Visit www.australianmotorlifemuseum.com

ENTER YOUR HISTORIC CAR OR MOTORCYCLE

Name: _____ Email: _____

Mail Address: _____ Phone: _____

Vehicle: _____ Model: _____ Year: _____

Club (if applicable): _____ Total entrance fee payable $: _____

PLEASE DETACH AND RETURN WITH ENTRY FEE TO THE AUSTRALIAN MOTORLIFE MUSEUM
INTERGRAL ENERGY RECREATION PARK, DARKES ROAD, KEMBLA GRANGE 2530

Answer to last months "Now who Said That?"



Last months winner was Evan Jones who wrote "It was Martin Donnelly, describing his fiancé's disturbing priorities…."



The remains of the Team Lotus car of Martin Donnelly after a horrific crash at the 1990 Spanish Grand Prix

Now, Who said that

A monthly quiz and OK you can use Wikipedia if you like! And remember there is now a mention of the originator of the quote, elsewhere in this newsletter!



This months quote is , and yes it's a bit of a tricky one, and yes, he did die trying!!

"To do something well is so worthwhile that to die trying to do it better cannot be foolhardy. "

Winner announced July

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

CLA NSW 2109 Diary

Month	Day Date	Event	Time	Location
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	Kokoda Café, Rhodes Park, Rhodes.
	Sunday, 15 September 2019	All British Day	8.00am	The Kings School Parramatta
October	Saturday, 19 October 2019	Lotus Lunch, Lindsay's Café/ Restaurant.	1.00pm	12 Norman Lindsay Cres, Faulconbridge NSW 2776
	Sunday, 20 October 2019	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
November	Sunday, 17 November 2019	Monthly get together, tyre kick & coffee	9.00 am	Kokoda Café, Rhodes Park, Rhodes.
	16,17/ 11/2019	HSRCA Wakefield 25th anniversary	8.00am	Wakefield Park
December	Sunday, 8 December 2019	CLA Christmas Party	12.30pm	Commandment Rock, Lane Cove National Park

CLA SA 2019 Diary

Month	Day Date	Event	Time	Location
September	Saturday, 7 September 2019	Sunday Run	9.00am	Sikh Centre carpark

CLA WA 2019 Diary

Month	Day Date	Event	Time	Location
September				
	Monday, 9 September 2019	Meet and Eat		Boab Tree
	Sunday, 15 September 2019	SES Round 11		Barbagallo Sprints
	Sunday, 22 September 2019	EMR		
	Sunday, 29 September 2019	TECCWA'S Motorkhana		Red Mist series
October	Saturday, 5 October 2019	SES Round 12		Collie Sprints
	Sunday, 6 October 2019	SES Round 13		Collie Sprints
	Monday, 7 October 2019	Meet and Eat		Boab Tree
	Sunday, 20 October 2019	EMR		
	Sunday, 27 October 2019	Go Karting		
November	Monday, 4 November 2019	Meet and Eat		Boab Tree
	Saturday, 9 November 2019	SES Round 14		Jacks Hill Climb
	Sunday, 17 November 2019	EMR		
December	Monday, 2 December 2019	Meet and Eat		Boab Tree
	Sunday, 8 December 2019	SES Round 15		Christmas Sprints Barbagallo
	Sunday, 15 December 2019	Christmas EMR		

For Sale



Aluminium wheels for sale

4 off 13 inch x 6 inch wide globe pattern wheels from Caterham clubman, Escort stud pattern, $25 each located at Nelson Bay



Short engine, built from a brand new Ford Escort 711M block bored to 1840cc capacity, steel crank, Fardon rods, steel flywheel, winged and baffled sump run in my yellow Caterham for 2 years cost $7000 when new sell for $3000



Escort 711M Engine for sale

Complete Escort 711M engine unknown condition located in Nelson Bay



Trailer

All galvanised tilt trailer in excellent condition, electric brakes. 1660 wide, 3300 long, tread width 330, registered August 2020 located in Nelson Bay



Wheels and tyres for sale

Yokohama A048 205/R13 soft tyres which have done 3 hill climbs mounted on 13inch x 7inch superlight rims with triumph TR7 stud pattern virtually brand new, will separate. Were on Caterham.

BDRTyres cost $280 each will sell for $150 each wheels cost $250 each will sell $100 each located in Nelson Bay

For all items on this page contact Brian Sutton 0412996134 brianrsutton@bigpond.com

For Sale

2001 S1 Lotus Exige For Sale



Imported form England in 2009 through SSC with 12756 miles, dash replaced to meet Australian Regulations vehicle now has now covered a further 77000km. I'm the third owner this Exige is rare colour, and one of only 2 made with the interior/exterior color combination, and was built and first registered (in England) in May 2001 Chassis No. ending in 80567.

Metallic Gun Metal Grey, Blue Alcantara Interior with custom Trim, Carbon Air Box, Armor Fend Stone chip protection film (front clam and rear side wheel well), Harness 5 point driver 4 point Passenger, Removable steering wheel, Wheels repainted Silver in 2010, 190PS Lotus ECU Upgrade 2ublar Exhaust (24x8) with High Flow Cat, Quick shift upgrade (Tighter gear linkage), Short throw shifter, Fire extinguisher (front of passenger seat)

After purchase, the following maintenance and reliability improvements have been made.

Piper Vernier Cam adjusters, Emerald ECU fitted (car still has the original ECU fitted), Complete Suspension refresh Wishbones Powder coated with Quantum Shocks fitted



Pagid Blue brake Pads, Aluminum Radiator new Air Conditioning Condenser radiator Fans renewed
Custom Air Conditioner Evaporator box with new compressor, Laminova Oil cooler fitted Original Oil Cooler unit leaking and Temperature/Pressure Gauge fitted, Exhaust Ceramic Coated with Extensive Heat Shielding and sound Deadening added, Baffled Sump and Clutch Support Bracket.

Vehicle has been maintained well with Oil changed every 5000km. Tuned by Neil Trama to improve drivability. Air Conditioning works; new Yokohama Ad07 tyres fitted. Paintwork has the amount of stone chips you expect from a car used as a touring vehicle as this is how it is used. Extensive File both Photographic and paper to support history what is listed above is only part of the journey

$95000 Call Mike Basquil 0438 435 001 / mbasquil@optusnet.com.au



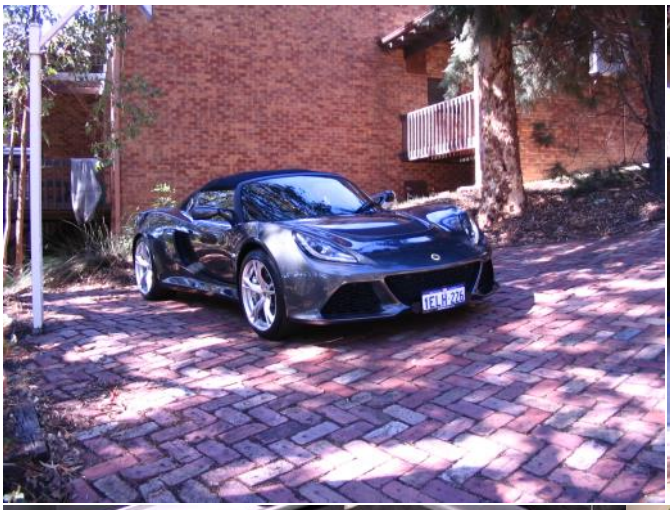


For Sale

2014/2015 Lotus Exige S Roadster (V6) 3.5 litre engine.

Purchased: New in 2015 from Barbagallo after I retired.
Performance: 0 to 100 kph in 3.9 secs.
Odometer: **21,470 km** (5,000 / year)
Colour : Carbon Grey.

Selling Price: The car will be advertised shortly on Carsales for **$95,000**. This is a good price. A new car is in the region of $165,000.
Condition: The car is immaculate (as new) in every respect. The paint has no marks or scratches. The interior trim is perfect (as new). The hood is perfect (as new).
Tyres: Good condition. In addition, it will be sold with 2 additional brand new rear tyres (Pirelli P Zero) that I have recently purchased ($760).
Service Modification: The car has a very useful and engineered modification on the rear under tray to allow for **quick, easy and safe** lifting for servicing (wheels / tyres / brakes).
Body Modification: Anti-chip paint protection sections in front of the rear wheels (not available from the factory).
Photographs: Please see the attached photos.
Communication: Initial communication please by e-mail. courtley@iinet.net.au Stuart Courtley
Location: Gooseberry Hill, Perth, WA









For Sale

A VERY RARE LOTUS EXCEL IS SAVED FROM THE CRUSHER BY PERTH CLA MEMBER PAUL LLOYD

The Red Lotus that was being crushed in Perth ,has been saved.
I do not need another project at the moment . I only purchased it to save it for the next custodian.
I have removed all the broken glass including the windscreen and rubbish that was dumped in it.
Rehung bonnet etc.
Vehicle is mostly 90% complete .
Missing front and rear bumpers and one tail lamp , most glass and a couple of mouldings. (all mouldings that are there are painted red)
Key is missing so steering is locked and tyres will not hold air.
I will look at putting some tyres on it to make it a roller and see if I can remove steering lock.
I have not tried to turn motor as someone has cut the timing belt.
It is now stored in my workshop out of the weather.
If any members are interested in it , I can be contacted on email 1968xtgt@gmail.com
Regards
Paul

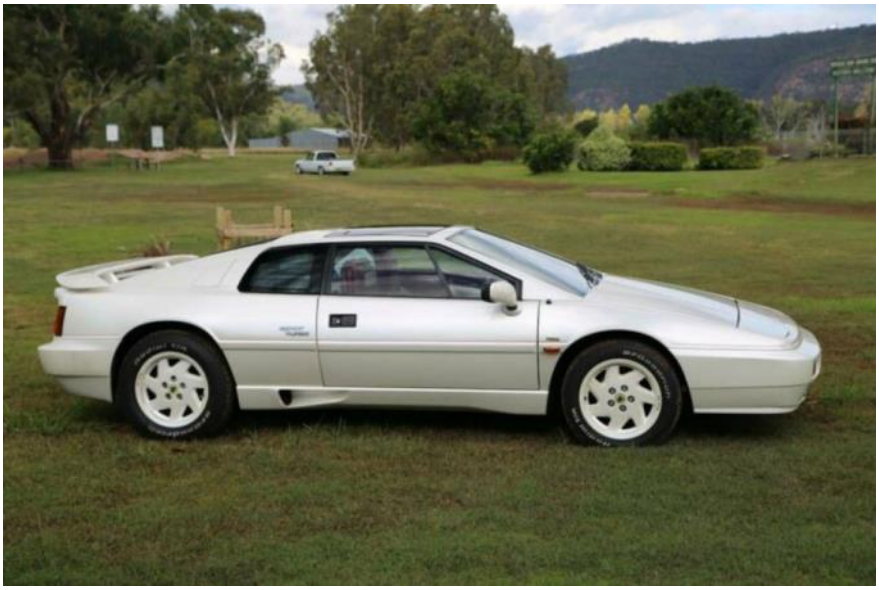






For Sale

1989 Lotus Esprit Turbo



This lovely 1989 Lotus Esprit Turbo is up for sale by a friend of the Club. Read on for the details.

My 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. Contact Ben Calleja <bencalleja@outlook.com





For Sale

Lancia 1969 Fulvia 1300S

OK Its not a Lotus, but this restoration project is well underway
1.3L V4 4 Speed Manual
British Racing Green
Bare project restoration project
Shell restored and painted (some subsequent damage)
At least +90% parts
Motor / gearbox to be restored
Most bright parts have been re-chromed
Offers over $5000.00

Please note the Lancia is garaged/stored in Milton NSW.

Inquiries to Gary Hudson
gary@assuredsolutions.com.au









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 webpage editor Seth an email(see page 2) and he'll put you in touch with Craig.

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, Charcoal 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, Assorted 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

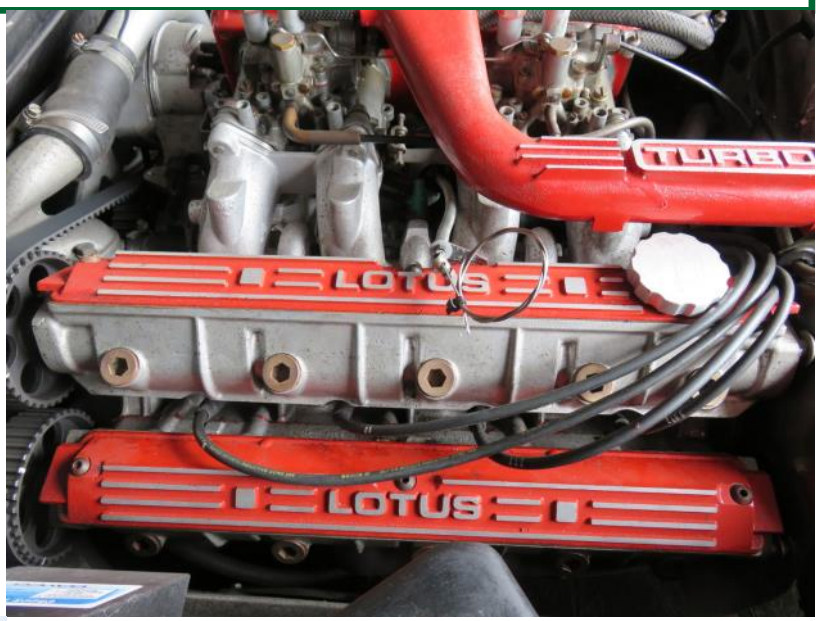
Liam Ohalloran

Ph 0410 13 14 38



For Sale

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!
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