

MAGAZINE WATCH (Cont. from page 3)

He raced with Team Lotus until 1972 and returned to the fold in 1976 and won the world championship in the black and gold cars in 1978. He comments on Nigel Mansell, picking him as his worst teammate, calling him "a manipulator" and "ungracious".

(US)

There is a 2 page article about a pair of special track only Exiges and Elises to be available in the US in limited numbers, the Sport Exige Cup and the Sport Elise, in the November issue of Sports Car International. These cars are tuned by Lotus Sport, a 9 man group that builds limited numbers of hotter than hot versions of Lotus track cars. These cars are lightened and upgraded versions of the standard ones. Among the additions to the Exige is a supercharger, bring it up to 243 bhp (from 218), intercooler, reprogrammed ECU (switches to the high speed cam lobes at 4,000 rpm rather than 6,000), some suspension changes (including double adjustable Ohlin shocks), stainless brake lines, wider wheels, slicks and a roll cage. This package will set you back \$79,000. If you don't have that much spare change around, how about the Sport Elise at \$55,000, with most changes being the same suspension changes as to the Exige. The writer described the Exige as being "... the first production-based car to cross over into the territory of true purpose-built racecars, in terms of speed and agility."

There is a 6 page article about Westfield in this issue as well. The author drove the Westfield XI and the Sport 2000S, their latest Seven clone. The 2000S is powered by a modified Duratec engine, puts out 250 horses and is mated to a 6 speed sequential gearbox. The car is quick and handles well. It is an excellent track day car.

Car and Driver (November issue) took

17 cars to Virginia International Raceway to set performance standards. The cars were grouped by cost, ranging from a supercharged Chevy Cobalt SS (\$22,400) to a Ford GT (\$174,600). An Elise (\$53,910) was in the 2nd lowest priced group (the prices shown are the list prices for the cars as tested; the groupings are based on base price. For the Elise, this is \$43,90).

Included in this group is the Cayman S, Shelby GT500, Charger SRT8 and base Corvette. The Elise, with its low weight making up for a lack of brute power, and its superior road holding, was the fastest of its group, nosing out the Vet. The writer attributed this to the Elise's stickier tires.

For more on the Sport Exige Cup and the Sport Elise, see the October issue of Grassroots Motorsports. There is a 3+ page article about these 2 special track cars. The plans are to build but 50 of the Elises and many have already been sold. So if you want one, run, don't walk to your local Lotus dealer and be prepared to write a check for \$55,000+. The Exige, will set you back more than \$80,000 (if there are any left – although demand may cause more to be built). This is an out and out track car, with supercharger and intercooler and is not street legal.

There's a 8 page profile of Giorgetto Giugiaro in the November issue of European Car. Giugiaro designed the original Esprit, as well as the DeLorean. He describes the Esprit as a "domesticated Maserati Boomerang" (a 1972 show car he designed). According to the author, he and Colin Chapman bickered constantly over the design.

HCI (Hot Compacts & Imports), weighs in with an article about a customized Elise in its October issue. It was done by the president of a company that sells very thin and flexible carbon fiber sheets that have adhesive backing – it is purely a cosmetic product. The yellow Elise was done up in a tiger motif. A number

of other cosmetic touches were added, and a few Lotus performance pieces, such as a front splitter, rear diffuser and stage 2 performance exhaust system were also put on the car.

There is a blurb in the November issue of Hemmings Sport & Exotic Car about

a special Exige – a green one. But it is the engine, not the paint (although the car is painted in BRG with yellow stripes). This one is powered by a supercharged Toyota 265E engine and runs on bioethanol fuel – 85% ethanol, 15% gasoline. The car has a top speed of 158 mph, gets from 0 – 60 in 3.88 seconds with a 0 – 100 time of 9.2 seconds. Two additional fuel injectors were added at the supercharger inlet to increase the amount of fuel injected under higher engine loads and to further cool the charge air before combustion.

The October issue of Vintage Racecar looks back at the Tasman series. From the mid 60s through the mid 70s, the F1 teams would venture to New Zealand and Australia at the end of the F1 season for a series of eight races. Most of the F1 teams participated. The cars were F1 cars, but there were some differences in rules, particularly as to engines (instead of the usual 3 liter engines, they were limited to 2.5 liter ones until 1970 when there were a number of changes in the engine rules), although the "locals" drove a wide variety of cars. It was an event enjoyed by all in those days when F1 was more a sport than a business and allowed an escape from the winter to the Southern Hemisphere's summer.

There's a depiction of what the next Esprit may look like in the November issue of Road & Track, as well as a short piece about the \$100,000+ car. It is to be available in 2007 as a 2008 model and BMW V8 (non-turbo) powered. This information is probably not accurate as the car will most likely be for sale until 2008 and the engine has yet to be decided upon.

Consumer Reports sticks it to the Elise again. The October issue includes an article rates 14 "ultra-performance and luxury sports cars", and road tests 8 of them. The Elise is at the bottom of the pack with 55 points (out of a possible 100), 12 behind the next laggard, the Viper SRT10. The 911 Carrera S tops the list (96 points), followed by the Corvette Z06 (93 points). There are several articles in the issue that motorheads may find interesting – one about ethanol ("The Ethanol Myth") and one rating car batteries (the "Diehards" did rate highly).

Other:

The October issue of Sport Auto (Germany) has a 2/3 page article about the Europa S.

The September issue of Auto Motor und Sport (Germany) has a 1 page article on the Europa S. ●

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Pit Stops

(Submit Local Group Events to Dom Giangrosso, dg@lotusltd@optonline.net)

(Every Sat) Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com

Dec 9 (Sat) CALL (Cleveland Area Lotus Limited) Holiday Party hosted by Don and Debbie Kuzma. Traditional gift exchange battle royal to be expected (\$15.00 price limit on gifts). Food and fun as usual. Contact Michael Rohaley at president@calotus.com or (440) 205-9456 with any questions.

Dec 9 (Sat) LOONY (Lotus Owners of New York) Holiday Party. At Tony and Joanne Vaccaro's house. 3pm-? Williamsville, NY(suburb of Buffalo). Bring a dish to pass and your own beverage. For more information contact Tony Vaccaro at 716-689-8644 or tvacc@lotusowners.com Let us know if you are coming...so we can have enough Roast Beef on Wick, Homemade Pizza and Chicken Wings on hand!!!!

Dec 9 (Sat) Lotus Owner South Texas(LOST) Monthly meeting (2nd Saturday of every month) at Star Motor Cars or Lotus of Clear Lake, Houston at 10am. After the meeting, cruise and lunch. Check at http://autos.groups.yahoo.com/group/lotus_ownerssouthtexas/ for place of meeting.

Dec 16 (Sat) Southern Nevada Lotus Car Club meets every 3rd Saturday of the month. Because we try to keep it fresh, we change our locations monthly. This is posted on our web site. For more details go to <http://snlcc.com/PHP-Nuke/index.php> or contact Dave Weinberg. 702-203-9651 livesnd@cox.net

JANUARY '07

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Lotus Ltd. Election Ballot of Officers and Directors

Voting will close on December 29th. The results will be officially published in the January issue of Remarque. The term of office for your new Officers And Directors will begin with the board meeting on the last Wednesday in January. Please vote for one person for each Office and four Directors-at-Large. Mail ballots to Lotus Ltd., Box L, College Park, MD 20741

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 _____ ☐ Jim Roberts, DMD
 _____ ☐ William Taylor

CARS FOR SALE

1993-1/2 ESPRIT TURBO, white ext., tan leather int. with factory carbon fibre trim, v. orig. w/ minor upgrades (#2 chip and 2002 wheels), orig. wheels incl. Well maintained, high quality, 21K mi. \$28,500. Gary Dausch, gdausch@walkerracing.com (IN).

2005 ELISE, green w/ yellow stripe, cream leather int., leather seats, touring & sports pkg., PW, 5K mi., A/C, AM/FM/CD player, power door locks. \$35,900. Larry Shauf, (814) 329-2306 (PA).

1962 LOTUS SUPER 7, vintage racer suitable for SVRA/HSR, 1600cc Cosworth eng. (non-cross flow) w/ twin Weber carbs, Leeson gearbox, Tilton racing clutch & flywheel, dry sump, elec. ignition, 2 sets of Panasport 5 1/2 x 13 wheels, top & side curtains (road equip. avail.). Competitive for 30+ yrs., full mech. restoration & race prep. by Lee Chapman Racing, 5 track sessions since 2004 eng. rebuild by Atlantic Motorsports, freshly painted & ready to reassemble. \$24,000, trade poss. Mike Mazzola, mmaz@optonline.net, (917) 972-8516 (NJ).

PARTS FOR SALE

LITERATURE. LOTUS ORIGINAL sales brochures, all models. PRICES PER YEAR: 1965-69, \$35; 1970-73, \$30; 1974-79, \$25; 1980-present, \$18. Add \$3.85 shipping. Have literature for all cars/trucks/motorcycles worldwide. Walter Miller, 6710 Brooklawn, Syracuse, NY 13211, (315) 432-8282 voice, (315) 432-8256 fax, www.autolit.com.

HOLIDAY GOODIES - Lotus Racing Jackets - Black w/embroidered logos \$75; Buckland's Rebuilding a Lotus Elan if you are serious about your Elan, you need this \$150; Lotus Watches \$30; Photographs Lots of other books, models, workshop manuals, parts books, sales literature, more. All prices plus shipping. Foster totlanelit@aol.com 617 965-2058 (MA).



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