

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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Lights, Camera, Action for a Caterham Seven and Nanotechnology

Article and Photos by Andrew R. Barron

Sitting in my office one day at Rice University minding my own business and thinking great thoughts in the field of nanotechnology is possibly the least likely prelude to a day involving Discovery Channel, a race car, and a lot of sweating!

There I was in the cool of my office when the phone rang. It was Jade Boyd Rice University's Associate Director of News & Media Relations. "I have some people from Discovery Channel who want to interview you," he said. "Why, what has happened?" was my cautious answer, since I have worked with several TV stations on a range of safety and chemical stories. But there was no explosion or disaster. "They want you to talk about how nanotechnology will affect the car of the future." Now this I can do thinks I.

Discovery Channel was filming a series of programs about the future of the automobile and they were interested in talking with several Rice professors about our research and our views. But there was a slight twist according to Jade. "I told them you raced and they also want do part of your interview with one of your cars." In fact as it turned out, my function

was to provide (in addition to a discussion of our research) I was to provide the links between the various interviews as well as other interviews that had already been filmed.

I had originally suggested that I just bring along my Lotus Exige daily driver. But there were some issues about GM providing some funding for the program and not wanting competing products shown without direct reference to technology – sorry Lotus no free advertising. However, if the car was older or a race car that was fine. Once the show's Producer, Matt Bennett, heard I had a brace of Sevens (a 1969 Lotus and a SCCA spec Caterham) he urged me to bring one of those and my race gear.

The general idea was to have a Professor in a race suit talk about the impacts of nanotechnology on the race car. Instead of having the car at a track, the Producer wanted to film under the scenic arches and sallyport of Rice's main building.

So early one morning, I took my Caterham Seven by trailer to the Rice campus. Unloading it and moving it to the designated position I went to change into my suit. The fact that I have a bright yellow race suit was just what the Producer wanted visually. So the cameraman and sound engineer set about getting ready for the "shoot".

I spent the first 2 hours having a variety of "artistic" images taken of me with the car in the background, me with the car in the



foreground, me in the car, me viewed through the roll cage. You get the idea. As anyone who has done any work for TV or film, the majority of the time is spent standing around. Now this is normally OK when I am doing interviews in my office. It is air-conditioned and I can make a cup of tea! But today it over 90 degrees and very high humidity – well it is Houston in summer so what do you expect. So between shots I was drinking water and toweling myself off to minimize the drips of sweat. By the end I felt worse than after a race.

With the morning's shooting finished just prior to a rain storm, I was able to put the Seven back on the trailer and get showered and changed for an afternoon of more usual filming in my laboratory. Why is it that TV crews love the images of labs even though they have no idea what anything is?

In all I spent from 8 to 5 working with the Producer and crew. This will translate to probably 5 minutes of total "screen time". It was actually rather fun, if much harder work than you would think. With a bit of luck my new sponsor 'NatCore Technology' and long time sponsor, Houston-based paint shop 'Collision Plus', along with Tire supplier 'Avon', will be pleased to find their names on the screen. Ex-sponsors will of course be not so happy they failed to make payments!

So if you are channel surfing late one night and find a program on the *Discovery Channel* on the future of the car, and want to have a laugh at my expense. Set the VCR or Tivo and tell all your friends. The program should be a delight for any car buff, with a wide range of high technology on display.



LOTUS REMARQUE

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Lotus Owners Gathering

Article and Photos by Atwell Haines

Lotus Enthusiasts Organization (LEO) of New York/New Jersey was well represented in Texas at this year's LOG, the national Convention for Lotus owners of all stripes. While the Naglers, Mike Reed, and Dominick Munifo drove the 1700 miles down to Texas, Jim Cummings, Tony Francica, David Kayser and myself took the easy way and flew to Texas for the convention.

It was great to see many of our Lotus friends from across the country, and to experience first-hand the unveiling of the supercharged Exige S. The Concours was a treat...everyone was provided with a set of Texas Longhorns for their Lotus! LEO members Mike Reed, David Nagler, Dominick Munifo and Atwell Haines (with a borrowed Esprit) took home an award from the show, which was held at the Circle R Ranch. It was the first time Mike got to drive his Exige racer on the street!

The next day the rains came. It was a wet Autocross at the Texas Motor Speedway, but David Nagler gamely participated and had a great time. The Scenic Drive/Rally turned out to be a bit long (210 miles) and the group of us that tried it had to cut the route short in order to make it back for dinner and



cocktails, but it was a fun time while it lasted (except for Dom M who found the cheater race tires he had installed in his Esprit were not too safe when it was pouring). By the way, the rumors were true... Texas is FLAT (except for the oil derricks)! It was like driving on the ocean, you could see all the way to the horizon. The good news was, the two-lane roads were posted with 70 MPH Speed limits!

Monday and Tuesday were given to the track days at the Texas Motorsports Ranch, a wonderful facility about 50 miles from the LOG site. TMR is a technical track, with loads of runoff space, and Monday morning it was raining again...so the runoff areas were MUCH appreciated! Lotus test drivers Alastair McQueen and Dave Minter were giving rides in the Exige S, and Mike Reed was wishing he had bought rain tires for his Exige racer. Even David N did a little "farming", at one point leaving TMR to wash the Texas mud off his Elise. The track was drying by Monday, however, and on Tuesday the full enjoyment of the track was realized.

We can't wait until next year, when the LOG takes us to Aspen/Snowmass, Colorado, August 24-27. ☺

**Watch for
LOTUS REMARQUE's
Official LOG 26 Issue
coming in December!**

Editor's Note:

There was no issue dated October. Because club memberships are 12 issues long, not 12 calendar months long, all membership expiration dates have been adjusted accordingly.

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Magazine Watch

By Foster Cooperstein

This month's article report.

(UK)

Here's one I missed – the June issue of Practical Classics. An Elite (type 74) dominates the cover and is reviewed inside as are a group of cars described as “sporting estate” that won't break the budget. While the early Elites were expensive and troublesome, latter cars were built better. The reviewer found the “handling ... excellent, the power steering has plenty of feel – rare in a car of this age – and the ride superb.”

Autocar (16 August) compares 4 generally affordable sporty cars (allowing a cost of about \$200/week), including the new Elise S. The others are a Mustang and a RenaultSport Clio 197, Mini Cooper S Works GP and a used BMW M3. The Elise was described as “the most Lotus-like Elise of them all; light, simple and cheap.” What wasn't liked was that it is noisy. The author found the Elise to be the “supreme sub \$60,000 roadster” but at \$32,000, the Clio was a better everyday car (and the used M3 was tempting).

The Europa is on the cover (inset) of the 13 September issue of Autocar. Inside are the first driving impressions of the Europa S and the Exige 265E (6 pages). They don't like the Europa (“... this particular resurrection was unwise.”)!! The Europa came from plans to produce a Proton sports car that was nixed. The reviewer doesn't think the car compares well against its competition (Cayman and Audi TT). The interior looks cheap and while a bit bigger than the Elise, is still not very roomy. The engine throttle response is slow. The only areas the reviewer had positive comments about were the agility and steering. Just too many compromises with this car. The Exige 265E is Lotus' environmentally friendly car. It runs on E85, fuel that is 85% ethanol. As described elsewhere in this column, this car goes like stink but doesn't stink – it emits very low levels of harmful emissions.

What is Britain's best handling car this year? Autocar (20 September) says it is the Cayman S. But Lotus fans, don't be too disappointed – the Exige S was named the 2nd best (out of 18 widely varying cars). The car with the fastest time around the international circuit at Oulton Park was the Caterham CSR, almost 5 seconds quicker than the runner up, the 911 Turbo. The Exige was just under a minute slower

than the Cayman S and 10 seconds plus slower than the Caterham. The Exige was described as “[a]n unbelievably talented and rewarding circuit car, but the Exige's real genius is the way it makes these talents accessible to the driver.”

Autocar (27 September) continues its breaking Lotus news with a 2 page spread about some more of the Lotus of the future. In this instance it is a mid-engined V6 +2 to be priced around \$75,000. This car will use the same platform as the next generation Esprit. It will use the same technology as the Elise's tub but will be about 9” longer with bigger doors, lower sills and more headroom. Lotus has a 2,500 unit/year production goal for this car, with a projected introduction date of late 2008. That is 6 months after introductions of another newly announced car, a Proton high performance saloon, similar in concept to the Cortina and Carlton. The “new” Esprit's introduction has been delayed for a number of reasons, not least of which is an engine decision. All of these developments are part of CEO Mike Kimberley's plan to have Lotus producing 6,500 cars a year by 2010. He expects the car making operation to turn profitable halfway through his 5 year plan, which was recently approved by Lotus owner, Proton.

Emerson Fittipaldi, along with a number of former F1 drivers, including ex-Team Lotus driver Nigel Mansell, has come out of retirement to be part of the Grand Prix Masters race series. There's a 7 page interview with Emmo in the October issue of Motor Sport. Much of the interview deals with his development as a racer and his days at Team Lotus. He describes Colin Chapman as: “... the best guy I could have had as a teacher. I had wonderful years driving for Lotus because Colin was a genius and I learned so much from him.” He also talked about his reason for leaving Team Lotus, the failure of Chapman to give the order to have Ronnie Peterson allow Fittipaldi to pass him at the 1973 Italian GP. They finished 1-2 and this may have cost Fittipaldi the chance to repeat as champion.

It's been 10 years since the Elise hit the road and EVO (October) compares the latest, the Elise S, with the first. The Elise S is Toyota powered and the S1 has the K-Series Rover based engine. The newer engine is a bit more powerful and torquier, resulting in a slightly higher claimed top speed and a bit quicker 0 – 60 time. Both cars acquit themselves well, the biggest difference seeming to be the steering feel.

The newer car has narrower front tires and a more progressive turn in. But both cars want to be driven hard and that is the way to enjoy them.

Elsewhere in this issue of EVO are a blurb about the 130 mph electric powered sports car based on the Elise chassis, styled by Lotus Design and to be assembled at Hethel, a test drive of the low cost Westfield 1600M (a kit based on Mazda Miata parts) and a report about racing a 260bhp Caterham CSR at Spa in the rain (2^{3rd} place finishes, losing 2nd place in the 2nd race at the last turn after being outbraked).

The Europa S graces the cover of the November issue of Evo. Inside is an 8 page driving impression of the latest Lotus. The car, which will not be sold in the US and is to be produced in limited numbers (500/year), is described as a “refreshingly mature and desirable sports car.” The biggest complaint the reviewer had was the brakes, which he said weren't as good as the Elise's and faded a bit under hard use. As to aesthetics, the interior was describes as “something of a letdown” (hard, scratchy plastic dash and cheap looking leather). The car did well on the track, while it was a second slower than the Elise 111R, its time was comparable to a Mercedes SL55 AMG. All in all, keeping in mind the market the car is intended for, the reviewer thought the Europa S to be a good car and one deserving the Lotus name.

In the same issue of Evo is a ½ page blurb about the bioethanol Exige (the 265E). CO2 emissions are said to be 70% less than for a gasoline powered car. This Exige has almost 50 more horses than the supercharged Exige S and does a 3.9 second 0 – 60.

Mario Andretti reflects on his F1 career in the September issue of F1 Racing. His 1st race was at Monza in 1968 for Team Lotus. Well, that isn't quite right. He was supposed to drive for Lotus at Monza. He was also to drive a USAC race in the US on Saturday. So plans were made for him to commute back and forth. Italian race authorities gave him permission to miss Saturday's qualifying. He set a time that would have put him 7th on the grid when he practiced on Friday. When he returned to Italy on Sunday, instead of the promised helicopter, there was a mechanic driving a Mini. It seems that someone, Ferrari he believes, had protested the arrangement and he was not allowed to race. His 1st actual race was at the Glen where he won the pole.

Magazine Watch (Continued on page 11)

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Lotus Car Care Tips

Article and Photos by Atwell Haines

Part 3 of 5

Engine Cleaning

Let's face it, the engine can be a grime magnet. You have many vapors around, and lots of airflow. Things leak and seep. Water splashes up.

What's an owner to do?

Every few months (especially after the winter) it's good to clean and detail your engine.

Start by cleaning the radiators and grille since this will blow dirt around. For cars with a ram type air intake, leaves and stuff will accumulate. While this is not strictly a detailing tip, cleaning the radiators will help the engine run cooler and the car will be more reliable.

The Esprit has its radiators mounted up front, and the low intake assures that road junk and debris will find its way through the intake and lodge against the radiator. I am in the habit of reverse-blowing the radiator from the rear (fan) side. You can use compressed air for this (I use a leaf blower), or, carefully use a garden hose (NOT a pressure washer) to clean the fins. If your car is front-engined you may be able to clean the fins by hand with a brush.

The picture shows my Esprit radiator after 16 years of use. Pretty gummed up, I'd say.

Then, it's on to the engine to get that clean. The first step is to prepare to protect anything that might not like getting wet. This includes anything electrical like the alternator or battery...and of course you want to block any air intakes with a rag.



You are just trying to prevent the majority of the water from going in...in normal use the engine doesn't care if it is wet. Use aluminum foil, which shapes great to the various bits, maybe a baggie here and there.

Before you actually bag the engine up, start it up so that it is warm to the touch (not hot), maybe 5 - 10 minutes of idling. Then protect the electrics. Proceed to spray a degreaser on the oily bits. I like Simple Green or one of the many Orange products. There are stronger solvents but repeated use might deteriorate the rubber and plastic underhood.

Start at the bottom of the areas you intend to clean the better to avoid being dripped upon! Spray the cleaner onto the parts and keep it wet, do the engine bay walls first then your warm engine. You might have to use a variety of brushes the first time...let the degreaser soak for 3 to 5 minutes while you loosen it.

Then hose-off the engine with a garden hose using moderate pressure.

Remove the protection from the engine bay components, then start the engine to dry it better. I use the leaf blower (or the reverse pressure blower from my wet-dry vacuum) to get the water out of the hard to reach areas.

Then it's beautification time. Tire-shine dressing makes the hoses sparkle (I spray it on a rag first then wipe it on, you don't want to get anything slippery on the belts). A waxed paper towel (the yellow ones you can buy at the supermarket) will buff the easily reachable areas. Note: you will have removed car-wax from the body from spraying, so plan on doing this over again.

That's it! Your engine now looks GREAT.

Atwell Haines

A Pilgrim Goes to Lotus

Article and Photos by Ross Robbins

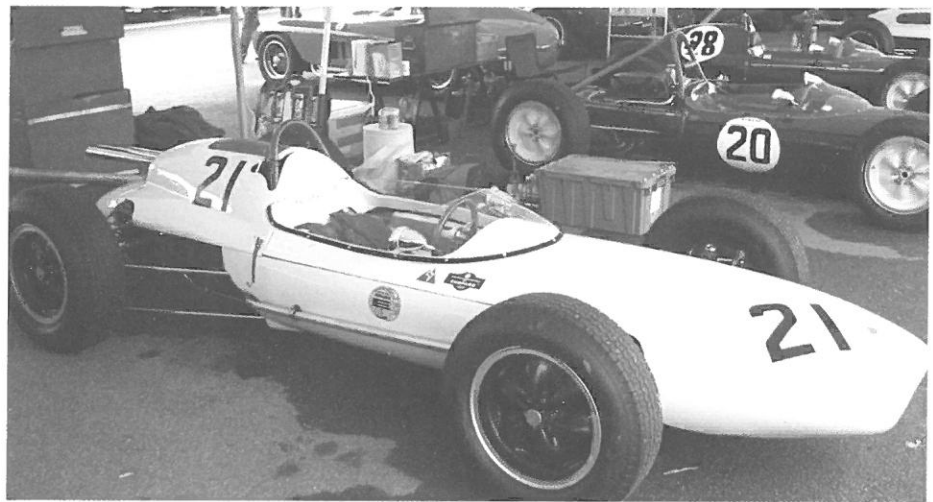
Now I Understand

I finally get why English cars are the way they are, the people are so stoic yet humorous, and Lotus commands such fierce loyalty.

As with all stories, this one starts much earlier to reach these not very startling conclusions. I have always had affection for things British beginning with the film "School for Scoundrels" in the late '50's. There is a resilience and humor there in the face of discomfort that is very appealing. Then came the Bond films, and who of us didn't want to be "Bond, James Bond"; so suave and resourceful in the high stakes games of love and spying. And, finally, the music: The Beatles, Rolling Stones, Kinks and the Dave Clark Five, among others, accompanied our passage into adulthood. But the thing that really defined the British culture to me was the cars; specifically sports cars. While my Dad had a Buick Roadmaster (a straight eight with a Dynaflo transmission), there were these really cool, dashing sports cars that could run rings around that Buick. And coolest of all of them was Lotus. So small, yet perfectly formed; light and lithe yet able to run with a Corvette. I was hooked.

Yet dreams and reality frequently diverge, and while the dream may be dormant it never goes away. I bought practical cars, usually used, instead of "them furrin' jobs" after my Dad bought a Fiat 600 as an experiment and I learned about trailing throttle oversteer to my dismay one rainy night. Finally, after raising a family and getting the mortgage down to a reasonable level, it was my turn. After learning a fair bit of race craft in an Austin Healey Sprite, and finding that I had reached its limits, I bought my vintage racing Elan and began to learn what makes a Lotus so special.

The DNA starts with Colin Chapman. First is his training in aircraft structures. He was a pragmatic and solution oriented engineer, who reasoned that the less weight one had to accelerate, slow and turn, the easier would be the solution. So, the mantra of "Add Lightness" was born. He found delight in exploiting a gap in the rules, or in proving the "experts" wrong. Frequently he took a concept that had been abandoned as unworkable and made it work. Then he attracted like minded people to not only work for him but to do impossible things under his encouragement and, occasionally, his pushing. All Lotus cars share these elements.



Unlike Porsche who has massaged the original concept and polished it to perfection, or Ferrari who always built the car in support of the engine, Lotus has always tried new approaches to solve the problem. Look at the amazing variety of presentation of just the road cars: Front engine, mid engine, FWD, RWD, two seat, four seat, Aluminum, Steel, Fiberglass, carbon fiber, space frame, monocoque (fiberglass, no less) sheet metal backbone, extruded and glued aluminum beams; the mind boggles.

I have been captured heart and soul by the character of these mechanical devices. In fact it is the notion that these inanimate things have character that captivates. They are a widely disparate lot, yet all have a familiar energy about them.

As I learned more, I became anxious to experience the different personalities of the wide variety of cars called Lotus. Now I have nine, and they each have different things that endear them to me. For high speed touring on Interstate and primary roads, the Turbo Esprit is in its element. In town, or for an effortless errand on a mild day, the M100 Elan fits the bill. For Canyon carving, either the Seven or Elan is the choice, depending on my mood. For general "Road Dancing" the ballerina is the Elite, and the distance champ is the Europa Special. If we want to get away for a weekend with the variety of gear we take, then the Plus 2 is perfect. On the track, it is either the Elan or Eleven, depending on the nature of the competition.

Finally, comes the wish to make a pilgrimage to the source of the energy – to feel the ghosts and bridge the years. So this past August, Ann and I went to England to visit friends made through the Lotus connection, to visit the factory as well as Classic Team Lotus in Norwich, and finally to experience the past at the Goodwood Revival.

We were warmly welcomed by kindred

spirits who were with me on the USA 2005 tour (where more than 50 mad dogs and Englishmen toured from Houston to San Francisco in Sevens) and drove three different Lotus Sevens on their home turf. The narrow hedge lined lanes that rise and dip over the countryside through quaint villages, careen through roundabouts and present slow moving farm obstacles, absolutely demand a car that can squirt, handle and brake. In other words, a Lotus Seven. I don't think we ever got above 70 and we never stopped fully, we just danced along through the countryside for miles. No wonder there is no pressure for cup holders, stereos and automatic transmissions... they would simply dim the experience. No wonder the cars are small and maneuverable ...no Buick would fit down the lane and, if it did, it would be exhausting to drive. And no wonder they top out at 75 MPH or so...one cannot go any faster. It is as if Darwin's law applied to motorcars; these are perfectly suited to their intended purpose.

Then we went to Hethel to see the heritage of Lotus racing at Classic Team Lotus. Clive Chapman and his team welcomed us with open arms and shared the spirit of those race teams past as they busily prepared three cars for Goodwood. One of the people who was there then and still carries the effort forward is Bob Dance. His charges included Jim Clark, Graham Hill, Emerson Fittipaldi, Jochen Rindt and Mario Andretti as each won a world championship in a Lotus. Now he prepares cars like the Type 21 that was the first GP winner ever for Team Lotus, the type 32 that Jim Clark used to win his Tasman Series Championship, and the type 99 that Ayrton Senna won the last ever GP for Team Lotus. He is a walking history of Lotus Formula One, and a charming and gracious man. Lunch with Clive at the Bird in Hand, the pub that has seen 40 years of Lotus history itself, was the perfect bow on the visit.

Pilgrim (Continued on page 10)

Book Review

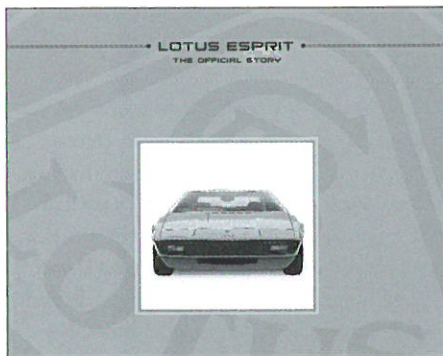
Lotus Esprit - The Official Story

By Jeremy Walton.

If you own and Esprit of any model year, this book is a wealth of information and history that you must own.

When I first heard that Jeremy Walton was writing this book, I considered that it would merely be an update of his book "Lotus Esprit The Complete Story" which, due to its publication in 1991, only captured the story up to the 1990 model year. As we all know, the Esprit production did not end until 2004, so Mr. Walton had some 14 years of additional material to document.

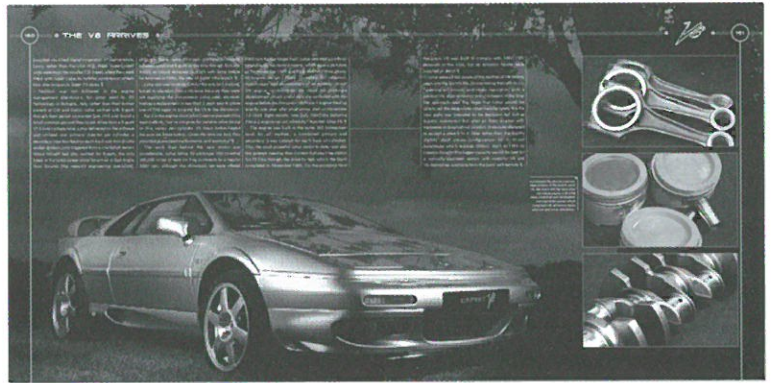
The reality of "Lotus Esprit The Official Story" is that it is an all new book with an all new form factor and hundreds of images (550), some never before seen by the public.



Well, perhaps it is not entirely new as there are passages that recall the prior work, but it is a tour-de-force and an absolute must have for anyone interested in the Esprit and its history.

When I received my copy, I remember being awe struck by the 12 x 12 inch size and the quality of the book. Opening the pages, I was captivated for the first evening just thumbing through the pictures and captions. From early prototype to the last Esprit built, it was all there. But far more was present. Images of the prototype in Giugiaros™ design studio while under construction, design drafts from Peter Stevens and an array of others that take the Esprit through time and page after page of Esprit history throughout its 28 year production run.

In what may either be a blinding stroke of luck or pure cunning, the Foreword of the book is written by one Michael J. Kimberley, the current CEO of Group Lotus Plc. The book reads like a directory of all of those



who influenced the path of the Esprit from its conception. The details of the history of the Esprit have always fascinated me and this book provides new insights that served to further fuel my appreciation of the marque.

Jeremy is a true insider to the Lotus story with connections and access to even the most intimate of details. This humble review may promise a lot but the book delivers much, much more, telling is the real story behind the car, the company and the people that brought it to life.

It is available through Coterie Press Limited for \$64.95 (£34.95) plus shipping and handling and can be ordered at www.coteriepress.com or by calling 1-303-933-2526.

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ACROSS THE POND

By Gordon Morris

This July was the hottest since records began, but, as frequently happens here in hot weather, it was interspersed with sudden, short notice torrential downpours. The month started well with the Historic Lotus Register's visit to Classic Le Mans – the subject of an earlier ATP.

I'd planned to take my Seven to Le Mans, but it returned from Denmark in poor fettle, with increased tappet noise and a low oil pressure. Lack of time meant that the car was covered over and pushed to the back of the garage for a month or so. Then removal of the engine revealed that the camshaft and its bearings were badly worn and there had clearly been a lack of lubrication in that area. This accounted for the tappet noise and low oil pressure.

So now I'm left with a major engine rebuild – new cam, bearing & followers – and while the engine's apart, I'll replace the main and con rod bearings as well. That's already under way, so I hope to have SB1688 back together again in a few weeks.

So the Elan has been pressed into more use than usual; each time I drive it, I remind myself what a brilliant design it is; no bigger or heavier than it needs to be, powerful and with handling that set the example for sports cars for decades and is still regarded as a benchmark car in terms of steering, ride, comfort and sheer joy to drive and own. If,

god forbid, I could only have one car, it would have to be the lovely Elan.

The Elan and I took part in the Historic Lotus Register's display at the Silverstone Historic Festival at the end of July. I'd just parked when an immaculate red early Elan, with a silver hardtop, drew up alongside. Its registration – 997 NUR – revealed it to be Jimmy Clark's first Elan and the car that features in advertisements with a kilted Jimmy sitting on the front wing outside his farm in the Borders and announcing that he drives his Elan for pleasure, not because he has to. The car belongs to a successful Lotus historic racer and had just emerged from a thorough restoration. It looks wonderful – just as it would have done 43 years ago – and drew much attention from visitors to the stand.

This landmark car – one of the first handful built and badged as an Elan 1500 – features in Brian Buckland's *magnum opus* on the Elan that has recently been published in the UK and should be available in North America in time for LOG 26. My Review of this work should have appeared in reMarque before you read this. Brian goes into amazing detail on all things Elan – and this detail proved particularly useful when I set about preparing the Elan for its annual vehicle inspection – the dreaded MoT test.

Recent changes in legislation have resulted in much confusion amongst testers about the criteria to be used for testing older cars, and stories about failed tests

were rife. So I set about a thorough check of the Elan before presenting it for inspection. The Elan's awful handbrake is a common reason for failure, so I took it all to pieces,

cleaned it up and set the levers and cables as Brian tells you to do in his book, complete with pictures. The result was – for a while at least – a good firm handbrake and a successful pass in the test. In order to keep the tiny (and expensive) handbrake pads away from the disc, thereby preventing unnecessary wear, I fitted small springs to the cross rod that sets the clearance for the pads. Read how to do it in the book!

There are now three Lotuses in our collection. Jan has been talking about a replacement for her early Mazda MX5 (Miata to you) for some time and encountered a couple with an M100 at a show a few months ago. She seemed to like it, so we sold the MX5 and replaced it with a white 1991 M100, with 58,000 miles on the clock, a month ago. The car needed a service, new brakes and a new cam sensor as well as a really good clean. Having had all of that, it goes really well and sits in my garage beside the Seven and the Elan. I've never really had much to do with the M100 – it's a bit modern for my style – but I'm pleasantly surprised at how well it performs, how much room it has and how comfortable it is. My only reservation is that I wish that they'd found another name for it – to me, there's only one Elan and that's the one closest to my heart. In the UK, we refer to the FWD car as the M100, so it seems that others share my view.

As I write, LOG 26 is three weeks away. Flights, car hire, hotel reservations and registration have all been fixed – some with assistance from my good CALL friends – so I look forward to being reunited with the North American clan of the international Lotus family for what will be my sixteenth consecutive LOG.

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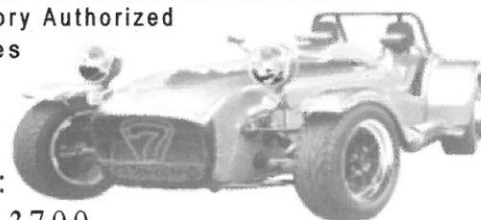
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"Who We Are"

My Suspicions of Police Officers Confirmed

Article and Photos by Mark V. Pfeffer

Have you been pulled over for no reason while driving your Lotus? It's happened to me twice. I've always had a suspicion the "Boys in Blue" are auto buffs assigned to do less than glamorous duty some times. Namely, writing traffic violations. By the way, both times the officers chatted about the Esprit and sent me on my way, sans a ticket.



Dominick Munifo is one of those police officers. He's been protecting the streets in Wood Ridge, New Jersey in Bergen County for over ten years and relates this story of his Esprit S4s purchase.

"After doing research for years, I had always had my heart set on an S4s, which was considered the "Holy Grail" of the 4-bangers. While on duty and patrolling in my local hometown, I was on the main boulevard and had seen this bright yellow Lotus coming at me three blocks away. I immediately knew it was an Esprit and it was the first one I had seen in years locally. I then got behind the car and actually pulled it over on a side street to get a closer look. The owner thought he had done something wrong, but I just wanted to talk to him more about his car. After seeing that it was an S4s my eyes lit up. I started to rattle off the vehicle specs to him, and he was amazed. I asked him if he knew of anyone selling a used Lotus, and his reply was "I have been thinking about selling this car for some time now, but was never really serious". We had exchanged phone numbers, and it was at this point that I contacted fellow LEO member Atwell Haines. Almost a year went by while I was going through negotiations with the owner. Since I never drove one before, I needed an expert opinion and was put in touch with David Nagler. Since David had an S4s I figured that he would be the best critic. I finally setup up a meeting with the owner

to where David Nagler and Joe Saturnia assisted in checking out the car for me. After getting 2 thumbs up after Nagler's test drive, the car went to Ralph Stechow at RS Motorsports for a pre inspection and compression test. With all green lights, I finally got my Esprit."

Quite possibly the best buying story I've ever heard, but it goes much deeper than just this, Dom, like many of us, was hooked at an early age. Not like some of our senior (Ahem!) members who saw Jim Clark or Jochen Rindt race, but rather an innocent moment with his mom at age twelve.

"When I was around twelve years old I remember coming out of the grocery store with my mom, and saw a blue Turbo Esprit parked in the back corner of the lot. After gawking at the car for a while, the owner came over and showed me the car inside and out, and even let me sit in the cockpit. It was from that day forward that I swore that someday I would own my dream car. I went so far as to buy an exotic car calendar back in 1994 (which featured an Esprit S4) and left it up in my bedroom until I purchased my Lotus. Almost 10 years went by before I was able to acquire my Esprit to where I then threw out the calendar, which had been staring at me every time I walked into my room. Needless to say that calendar has been gone for two years now."

Dom's notorious sense of humor is evident with the fire-breathing dragon tattoo on his back, probably from his days of sporting a mullet and an earring. One of his many loves includes music. He played guitar for 14 years including his high school and college bands. Prior to this involvement with music, he spent time going fast (Ironic huh?) on his wave runner on the Jersey shore. Water and speed can be a fantastic combination. Dom soothes his water itch today by washing his Esprit after a spirited drive with other LEO members on the winding back roads of The Garden State; his ideal Lotus activity. In addition Dom also loves spending his down time working on his or a fellow LEO's Lotus over at Atwell Haines or Jim Cumming's garage.

His perspective on life is probably quite a bit different than many of us, having seen the best and the worst of society. Dom, through his police training (he once did 92 push ups in one minute at the police academy), actually brought a woman back to life with CPR but admits, "At the end of the day the only thing that matters is going home to the people in your life that you love." ●

Request for LOG 28 Proposals

LOG 26 in Ft. Worth is in the books and LOG 27 in Aspen, August 24-27, 2007, is already set and well into the planning stages. Now is the time to start thinking about LOG 28. Is your local group just yearning to host the 2008 event in your neck of the woods? It's a big job, but a well-organized, dedicated local group can accomplish this even if you've never hosted a LOG before. Listed below are the basic components of a Lotus Owners Gathering.

Basic LOG Proposal Components

- Location
- Hotel options - available sleeping rooms & approx. room costs, banquet facilities & costs for Friday Reception, Saturday Banquet, Sunday Buffet
- Saturday Concours & Lunch
- Speaker - ideas usually to fit a theme
- Sunday scenic drive, fun rally or another activity for those not interested in the autocross
- Autocross - location
- Track day - track name, professionally managed or handled with local members
- Sponsors/Vendors
- Logo, event guide, signs, awards - someone to do all the creative work
- PR/Communications
- Budget

While this may seem daunting at first glance, Lotus, Ltd. will work with your group, providing guidance and help where needed.

LOG has traveled many places in its 27 years and Lotus, Ltd. members have had the pleasure of sampling many parts of the country. Think about something special your group can add to the event that might influence Lotus, Ltd. to choose your proposal.

Contact Lotus, Ltd. LOG Advisor Sandy David (LotusSandy@aol.com) or call (330) 467-1074 for a LOG Proposal Template if you are interested in submitting a proposal.

**DEADLINE TO SUBMIT A
PROPOSAL FOR LOG 28 IS
JANUARY 31, 2007.**

Rain Fails to Dampen Spirits at Ninth Goodwood Revival Meeting

By Gordon Morris

120,000 international historic racing fans poured into Lord March's West Sussex theatre – aka the Goodwood racing circuit – for the Ninth Revival Meeting in early September. Everything was perfect – the setting, cars, drivers, people, the racing and so on – with one exception that even the good Lord hasn't yet worked out how to control – the weather. Saturday and Sunday morning were wet and drizzly, with low cloud and rain throughout. But the racing, and the theatre, continued as per normal – with the exception of some flying displays which were modified to cope with limited visibility.

I must explain the setting, and the culture of the Revival Meeting, to set the scene for readers who have not sampled the special experience that is Goodwood in late summer. The March estates stretch round Chichester, on the south coast of England, some 65 miles south west of London. The estates have been in the family since time immemorial and include a famous horse race track (Glorious Goodwood), numerous farms and a grass airfield that doubles as a motor racing track and provides the stage for the Revival Meeting.

During the last war, that airfield – named Westhampnett after a local hamlet – housed a number of fighter squadrons who fought in the Battle of Britain. Post war, the grass airfield carried on as a base for light aviation, and the tarmac perimeter track was turned into a racing circuit. The track was a popular venue and hosted many famous events – the Goodwood Nine Hours and Tourist Trophy world championship sports car races, but never a Grand Prix. Come the mid sixties, though, the rising speeds of the cars, coupled with the need to provide safety facilities, caused the closure of the track in 1966.

Lord March had always wanted to

reopen the Goodwood circuit and, using his extraordinary persuasive powers and the revenue provided by the successful Festivals of Speed that he held on the front drive of Goodwood House, he was able to persuade Chichester local authorities to allow him to start racing again on the historic track in 1998. That was his first miracle; the second was to recreate the old circuit

pretty much as it was, whilst incorporating modern safety requirements. The third was to create the unique atmosphere that is the Revival Meeting. No car younger than 1966 is allowed inside the circuit or to compete, the surroundings are as they were forty years ago, and the majority of the racegoers, drivers, mechanics and officials dress as they would have done in those days. The result is a wonderful setting – a magical step back in time – that is at the very centre of this quite unique event.

All of this provides a very special backdrop to some of the best historic (you call it vintage) racing anywhere in the world. The entry – by invitation only – is breathtaking and the organisers, faced with unprecedented demand (everyone wants to race at the Revival) have to ring the changes in terms of the races that are staged over two days. Last year, Lotus were dominant, with a number of overall wins and podium places. This year, the changes worked against the marque; there were no wins and only a solitary podium. None of that took anything away from the spectacle or the sheer joy of being part of such a wonderful event.

A feature of Goodwood has always been the sensory overload of so many rare and priceless cars and aeroplanes in the same place. The air display kicked off with a fly past of eight – yes eight – Spitfires; I doubt that so many Spitfires have been seen in Sussex skies since the war. Then, in the paddock, you could wander amongst a row of GTO Ferraris, GT40s, eight real Cobras, lightweight Jaguar E Types, single seat Lotuses from Mark 12 to 33, 23 and 30 sports cars, six Maserati 250Fs and so on. Part of the show was a tribute to 1961 American World Champion Phil Hill and 27 cars he had driven took part in parades and a static display. Phil's son Derek, very appropriately I thought, won the Freddie March Memorial Trophy for fifties sports racers in an Alfa Romeo 3000M.

Sixteen races, from prewar cars and post war saloon cars and motorbikes to state of the art 1966 single seaters and sports cars, took place over the two days of racing. The track – recently resurfaced – was wet and

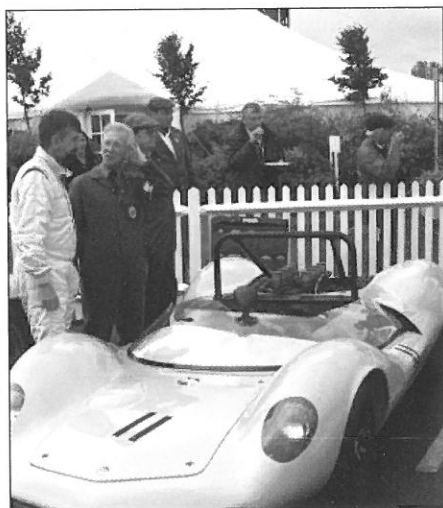


slippery for Saturday and Sunday morning, but dried out on the Sunday afternoon. Speeds were, inevitably, slower because of the conditions, and there was plenty of close racing and the occasional visit to the barriers and gravel traps.

Lotus interest centered on single seaters and sports cars. Bob Dance – speaker at LOG 24 – was mechanicing the Classic Team Lotus 32B and 30, while boss Clive Chapman looked on. The CTL cars went well, in the hands of Lotus doyen Malcolm Ricketts and Scots touring car ace David Leslie, while the Madgwick Cup race for sixties sports racers under 3 litres was awash with Lotus 23s, mostly with Lotus twincams. Three Lotus 19 – Climax cars were entered; I've never seen so many in one place before. Anthony Hancock, in a 23B, pushed noted restorer Simon Hadfield in a 2 litre Elva BMW throughout and finished a worthy close second – the highest placed Lotus of this stunning meeting.

For me, every Goodwood Revival produces memorable sights and sounds to savour. This year it was those eight Spitfires and the Chapparral. I'd read about this car in period, and remembered seeing it winning the 1967 BOAC six hours at Brands Hatch in the hands of Phil Hill and Mike Spence – but I'd never had the chance to see it up close, examine the engine and suspension and to talk to the crew who brought it over from Texas. That, together with the sheer spectacle, wonderful sights and sounds and sense of history, is what has drawn me to Goodwood for the past nine years.

For years now, I've been telling US friends that anyone with a drop of petrol (OK gasoline) in their veins must make a pilgrimage to West Sussex of a September at least once in their lifetime. I have to open a new box of superlatives each time I write about this wonderful event, it's really that good. So – don't put it off any longer. Plan your trip for next September now; I can promise you the weekend of a lifetime amongst 120,000 fellow petrol heads and the finest cars you'll see anywhere in the world. ●



There is an enduring quality to these places. Nothing here is "modern". Rather, there is a respect for the craft and doing it right. They don't remodel to keep up with the Joneses, they adapt and reuse what is there. They understand history and preserve and protect it, never turning their backs on where they have come from in a rush to get where they are going. This 'steadiness' is why there will always be an England.

So how does this translate into letting Lotus compete as a manufacturer of contemporary cars in a world market? We went a few hundred yards down Potash Lane to find out.

At first blush, the home of Lotus doesn't seem to be a manufacturing facility, but rather a research facility. It's quiet outside with none of the delivery bustle and transporters leaving one would expect at an auto plant. I have visited both Ford and GM plants and the contrast is enormous. The throughput in one of those plants is greater per hour than this one in a week and they each reflect that. There is sort of an unspoken pride that Lotus still hand builds each car, while using the most innovative materials and design.

The plant is really more assembly than manufacturing. Components and sub assemblies arrive from various parts of the common market and are installed by a dedicated crew who look to be building a Tamiya model in 1 to 1 scale. Complete front and rear moldings are affixed to the bonded chassis that has already had its sub assemblies like brakes and suspension attached. Every car is hand painted by a human being - no robotics for Lotus! And each car goes on a rolling road and through a high pressure water test displaying a new level of quality control for this company. What is evident through out though, is a pride and dedication to the brand. These people are energized by the fact that it is a Lotus they are producing. The test track just outside the factory door is a distinction that evidences the way things are at Lotus, and a reason for the pride. Further evidence of the distinction is the three type 119 gravity race winners

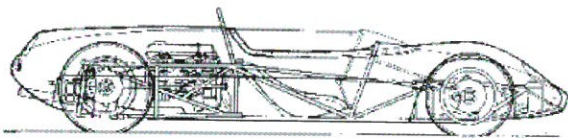


from the Festival of Speed that are displayed in the entry. No other car company has beaten Lotus there.

Having seen the source, and having spent a fair amount at the factory store, Ann and I headed for Goodwood to see the early Lotuses in their period context. If you ever get the chance, go to the Goodwood Revival. Words cannot convey the scope and intensity of this "Happening". While the Monterey Historics are wonderful, and the summer event of various names at Road America has more Can-Am thunder than I've ever seen anywhere, they pale next to the Revival. Not one famous driver but a dozen, not five championship winning cars but fifty, and not millions of dollars worth of nostalgia, but hundreds of millions. Meanwhile, overhead are Spitfires and P51 Mustangs flying in formation so close you can almost touch them. Lord March's estate consists of 12,000 acres and it is magnificent. The fans are knowledgeable and can be counted on regardless of the weather - keeping a smile and a wry comment at the ready while watching attentively even in the face of rain and what were literally gale force winds. The racing is fierce in every run group; cars you've only seen in magazines are thrashed, slid and revved in the sun and rain equally. Almost every run group had Lotus representation other than the Saloon race (where were the Lotus Cortinas?), and they were always competitive. As I wandered through the paddock, I saw the evolution of race technology with the Lotus cars frequently showing some innovation a year earlier than others. There is high regard for the Lotus brand throughout the paddock, along with the famous men who have Lotus connections: Stirling Moss, Jackie Stewart, and others. It was a Lotus and automobile and aircraft overload!

So, now, I understand. And, what is more, I appreciate the Lotus heritage that runs from that first Austin Seven based trials car to the latest Exige and the future Lotus cars. It's in their DNA. And, maybe, in mine, too. ●

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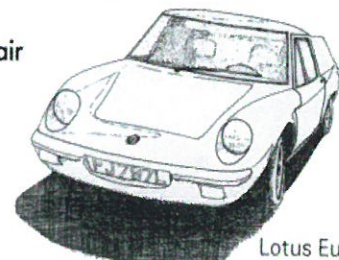
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MAGAZINE WATCH (Cont. from page 3)

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 as 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.

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