

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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April 2004

Volume 32, No. 2

Lotus Owner's Gathering LOG 24 September 10 - 13, 2004, in Birmingham, AL.

By David Schmid

The LOG 24 weekend begins on Friday evening with a rare opportunity – an autograph session with our Honored Guest Dan Gurney. The bar will then open in the beautiful Wynfrey Ballroom pre-function area for our welcome reception. This will be a great opportunity to get reacquainted with old friends and meet new ones. We will provide an overview and highlights for the weekend and thank our sponsors for their generous contributions that make this weekend possible.

The evening buffet will be sponsored by **Lotus Cars USA**, the North American Lotus Distributor, and **Parish Heacock Insurance** will be providing the beer. We will also have a cash bar for all those who wish to partake in other beverages.

Our Lotus cars, all cleaned up and shining, will be secured and looking their best in our "Lotus Corral" sponsored by **HuntingRidge Motorsports**. We will have two decks of covered parking. Deck B1 and B2 will be for Lotus cars with an area for non-Lotus cars of attendees on B1 as space permits. We will also have a dedicated area to drop off trailers and tow vehicles.

Then we are off Saturday morning to the Barber Motorsport Park for the Lotus Concours sponsored by **Lotus of Atlanta**. We will have Lotus car classes and awards to accommodate all your models and our honored guest, Dan Gurney, will graciously select our "Best of Show" for the LOG 24 weekend. Here is where we will see the best of the best Lotuses from all over North America.



The concours site at Barber Motorsports Park

Several panoramic photos of LOG 24 Concours overlooking the new racetrack will be taken to document the event and offered to attendees. The Concours awards will be presented at the Concours. An Auto-Jumble will be available to attendees and spectators throughout the day until 4 PM. This is a preview of the Concours site adjacent to the Barber Motorsports Museum with the Barber Motorsport Track and Paddock in the background.

We will have lunch available on the top floor of the Barber Museum and will have

access to tour the Museum after lunch. The Barber Museum features the largest collection of Lotus cars in North America to round out the afternoon.

Back to the Wynfrey Hotel to change and freshen up for a cocktail hour and the banquet. Dinner will be followed by several award presentations, door prizes, and our LOG 24 honored guest speaker **Dan Gurney**.

Dan Gurney brought Lotus Racing to the US. It was the spring of 1962 when Dan invited Colin Chapman to be his guest at Indy for the Indy 500. At that point the 500 was full of front engine Watson Roadsters using Offenhausers. Dan knew that a rear engine Lotus would run well at the speedway and brought Colin out to

do some research on the matter. Colin came to the race and for a week he looked and looked at the front engine roadsters and was never afraid to get down on a knee, stare at the cars and all along thinking that Lotus could build a car that could run well.

Jack Brabham brought a Cooper car to Indy once before and it ran well, but with a small Coventry climax engine, so they wondered what would happen if they stuffed a V8 behind a Lotus formula car. Dan convinced Colin to come the next year but they needed a motor. Knowing Ford was interested in Indy, Colin convinced the Ford Motor Company to build a V8 for the car.

LOG 24 Update (Continued on page 7)



photograph by David Schmid

The Barber collection now has almost 750 vintage and modern motorcycles and features the largest collection of Lotus cars in North America.

ACROSS THE POND

By Gordon Morris

Motor Sport and Autosport were the only racing magazines published in the UK after the war. At that time I was a wee laddie in Scotland who had been bitten hard by the racing bug and I pestered my parents to add these to their order from the local newsagent. I had to do plenty of domestic chores to achieve this, but I reckoned it was worthwhile as I looked forward to Thursdays when Autosport was published and, most of all, to the beginning of a month when the BRG cover of Motor Sport came through the letter box. I carefully kept all my copies – in date order of course – and referred to them regularly. When I left home, my by then quite large collection got in the way and my mother – admittedly, after a few warnings – sent them out with the paper salvage; what we now call recycling. Sacrilege!

I've recovered the situation somewhat and now have a complete set of Motor Sport from 1950 to the present. They take up a lot of room and there is still pressure to recycle from the lady in my life, but I've so far resisted attempts to emulate Mum forty years ago. I always keep an eye open for good copies of early Motor Sport when I go to autojumbles, so I was pleased to be able to find complete bound volumes from 1948 and 1949 at a sensible price. Before secretly adding these to my archive, I spent many happy hours reading through them, enjoying the tales of motoring in the grey austerity of the day. There was little proper racing, as the only two permanent tracks – Brooklands and Donington Park – had been closed during the war, and the two catalysts of later British racing success – the 500cc Formula Three and use of the hundreds of then disused military airfields as race tracks

Lotus Interviews (Continued on page 4)

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INTERNET: World Wide Web — www.lotusltd.org

The username and password for the "Members Area" section of the website (www.lotusltd.org) this month are:

Username: april
Password: taxman

Note that the username and password are case-sensitive.

Direct web-related e-mail to Tony Vaccaro, webmaster@lotusclub.org.

LOTUS, LTD. LOCAL GROUPS

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News and Leftover Bits By the Editor

Putnam Park Track Day is FULL! If you wanted to participate you'll have to wait until next year, or better yet, organize another track day. There can never be too many.

The new Lotus Elise 111R was awarded "Best Sportscar of 2004" by the British car magazine, "BBC Top Gear." This award brings the Elise's total number of awards to over 50 since its debut in 1995. Ansar Ali, General Manager for Lotus Cars UK, is overjoyed with the award: "Coming hot on the heels of the world debut of the new Lotus Exige at the Geneva Motor Show, I am delighted that the Elise 111R has won this award from such a renowned magazine."

HSR's Walter Mitty Challenge, being held on May 1st and 2nd at Road Atlanta, will celebrate 20 years of "Grassroots Motorsports Magazine" and the first anniversary of "Classic Motorsports Magazine." B.S. Levy, author of "The Last Open Road" and Classic Motorsports columnist, will be on hand to meet attendees. Carl Heideman and his British Motor Trade Association will be organizing a variety of technical seminars, and Champion Motor Cars will be building one of their incredible Lotus Super 7 replicas in the infield for all to see.

Ten Years Ago in reMARQUE the headline was "Classic Team Lotus to Support Vintage Single-seaters." Needless to say, Clive "made a go of it!" The LotusSport Esprit, with Doc Bundy driving, finished 12th in class at the 12 Hours of Sebring. Tony Vaccaro wrote an article about his experience building a Caterham Seven. After ten years he's probably ready to do it again.

Fifteen Years Ago in reMARQUE there wasn't an issue, but in the March Issue there was an interesting article by Harry Trafford. Driving his Éclat, he participated in the "One Lap of Florida," a TSD Rally that circumnavigated Florida in two twelve hour segments; one segment Friday night and the second on Saturday night. He finished third in class and didn't break down during the rally. There was a book review of Dennis Ortenberger's "The Lotus Eleven." It's a good book that is nearly unobtainable now. Also, Gary David reported on his Seven restoration. If it's the one he had at LOG 23, it still looks great.

Twenty Years Ago in reMARQUE there wasn't an issue. Unfortunately, Mark Winston, the long serving Editor of the reMARQUE, was unable to publish an issue from December 1983 through June 1984. The reMARQUE staff is slightly larger now, but is still at risk of missing issues. Please help by writing an article about your Lotus experience, whatever it may be. You like reading about other peoples' experiences, so please return the favor.

The July '84 Issue featured an article about "May's Maze Autocross." Yes, the club used to run an Autocross in the D.C. area. The article included photos of Lloyd Cayes' Europa, Chuck Sieber's Type 59, Bob Murray's Mazda rotary powered Europa, and Larry Shauf's FTD (Fastest Time of Day) winning Super Seven.

Twenty five Years Ago in reMARQUE was before I joined. So, someone else needs to look through his or her back issues and send an E-mail to the Editor describing what was in reMARQUE way back then!

Enjoy!



Lotus Ltd. History A Chronology of the Development of our Club

By Bob Metz

(Lotus, Ltd. has recently celebrated its 30th birthday and the writer was asked to review the record of the circumstances surrounding the creation of the club thirty years ago. For this writer, who had also recently completed an "old home week" visit to Washington D.C., this was a nostalgia trip of remarkable impact. Last installment, we looked at the first, founding year. Here's some more about how we shaped our club.)

Vol. 2 No.1 of the Lotus Letter appeared in March 1974, the club's first birthday. Looking back on the past year, we saw the club grow from six diehards to 35 fanatics. The proposed By-laws were included with the Lotus Letter for review and a vote at the March meeting.

Two major items of importance to our club's progressive growth were ongoing efforts, the Service Reference File, and our "national activities proposal." The National Programs Committee became a standing committee to forward this initiative more strongly.

Our June meeting was a huge success; we had record turnout of 47. Bill Scott came and presented another program for us. He also made another very special offer: If we'd turn out 15 people, he'd give us a day of instruction and track time at Summit Point for \$50 per head.

We were considering a plan for a Lotus Ltd. parts inventory (which came to pass for a while). [The club still has some Europa Radiator Fan Shields! - Ed.] We had a supply of club tee shirts available for \$2.50

each. Other items up for consideration were the national program with a cooperative relationship possible with Lotus West in the LA area, a September club outing, a caravan to the U.S.G.P. in Watkins Glen, and others.

Vol. 2 No. 6 dated August 1 had a change of format into a more readable two-column style. A new committee effort for the Lotus Letter was paying off in new columns, organization and structure. We announced a count of 79 members and we were just shy of 18 months old as an organization.

From this auspicious beginning, the club developed into much more than a local or regional club. By the end of year two, reMARQUE had evolved from the Lotus Letter and was offering increasingly sophisticated editorial content. The club was bringing in new members from across the USA, and our National Programs endeavor was developing rapidly. In 1981, Lotus Ltd. hosted the first annual national Lotus Owners Gathering (LOG), now in its 24th year. It was this event, perhaps more than any other single thing, which signaled the ascent of the club to truly national status. A small international membership eventually grew, and we recognized our evolution into an even more-encompassing organization with our first LOG outside the US, LOG 20, in Ottawa, Canada.

Last year's LOG at the Grand Island Resort near Niagara Falls was an astonishing success. We honored the memory of Lucas electrics by participating in the largest power blackout ever experienced. In 2004, we will be celebrating the arrival of the federal Elise and looking at the potential for explosive growth in Lotus Ltd. as well as in the ranks of Lotus owners in the US.

Magazine Watch

By Foster Cooperstein

See the April issue of **CAR** for a comparison of the new Elise 111R and the Vauxhall VX220 Turbo. There is a small photo of the Elise on the cover and 6 pages inside. The 111R uses the Toyota engine soon to be available in the US Elise! As you probably know, the Vauxhall is a derivative of the Elise and manufactured by Lotus for Vauxhall. While the author finds the 111R "the best Elise since the first one arrived in all its pure glory," he favored the Vauxhall. However, in his heart, he preferred the Elise, even though it was "harder to get the best out of it." Two key factors in choosing the Vauxhall were the approximate \$8,000 lower price for a comparably equipped car and that the Vauxhall was quicker with more torque.

The Caterham R600 graces the cover of **Autocar**, along with several other British cars ('New, Brilliant & British'). Inside is a two page article about the car, which is priced at approximately \$72,000 (you read right). It is powered by a bored out Rover K series engine (1998 cc) with a top speed of around 150 mph and a 0 - 60 of 3.2 seconds. The author describes the car as "insanity in a tubular chassis."

In the same issue there is a road test of the Elise 111R. The tester, in a two page article, gave the car 4 1/2 stars (out of a possible 5). While he felt that the standard car was the purest form of the Elise, best representing Chapman, the 111R "gave some 21st century comfort in a package that enhances rather than weakens the sporting integrity of the car" and that it could quite possibly be the best.



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Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current reMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Tony Vaccaro (716) 689-8644, e-mail tvacc@lotusowners.com.

— had barely made their mark.

The only way for the British motoring enthusiast, who had cut his teeth on cars, lorries and aircraft during the war, to take part in competition of any sort was to compete in what was then called Production Car Trials. This was, essentially, a competition to see who could get the furthest up a muddy, rock strewn, twisty hill; a Trial usually consisted of a number of such hills. At first, drivers used their daily cars — always pre-war saloon or sports cars — until the keener brethren started to develop specialised cars just for trialling. The ubiquitous Austin Seven, together with the Ford Eight, provided the raw material for such trials cars, which started to win trials overall. The Motor Sport of the day carried reports of all the trials, together with photographs of cars at amazing angles on slippery slopes.

One early competitor was a young North London engineering student by the name of Chapman. Young Colin had supplemented his university grant just after the war by trading in used cars — there weren't any new ones — and did very well at it until the market suddenly collapsed when the basic petrol ration was withdrawn in October 1947. ACBC was left with a stock of greatly reduced value, which he had to sell quickly. This he did but was left with the runt of his litter — a decrepit fabric bodied Austin Seven saloon that nobody wanted at any price. The resourceful budding engineer set about turning this ugly duckling into an open sports car — what we would now call a "special". Chapman was

still putting the car together when, by chance, he went to a Trial in Aldershot. The prospect of competition really caught his attention and he set about turning the ancient Seven into a trials car. The car was finished in early 1948 as an "Austin Special" and registered OX 9292.

Thus mounted, young Colin gained his first taste of competition, with his fiancée Hazel Williams — soon to become Mrs Chapman — bouncing enthusiastically in the passenger seat in search of grip for the tyres as the ungainly special made its way up a muddy hill in the Home Counties. Chapman's first car — and most of his competitors as well — were described as Austin or Ford Specials and the entry lists were full of apparently identical cars. Soon, in an attempt to distinguish one from another, competitors gave their cars different names — often using their initials (XYZ Ford) or more usually the names of pet animals or flowers. The entry lists soon abounded with trials cars bearing the names of flowers — Buttercup, Marigold and Daffodil feature in contemporary reports in the magazines I read so assiduously.

At some time in mid 1948, the Austin Special metamorphosed into the first Lotus — probably to differentiate it from the other specials of the time. Trust ACBC to come up with the exotic name of a legendary flower which induced a dreamy languor into anyone foolish enough to eat it. The name stuck and OX 9292 became the herald of all the cars that cause me to write this and you to read it. There's a lot of mystery about the reason for the name and a number of theories have been put forward to explain how and why it all came about. Those who were there at the

time are tight lipped about why the name was chosen — and I can understand why — but it's my personal view that it all resulted from what was an expedient and very simple reason at the time: to distinguish young Master Chapman's creation from all the other apparently similar cars on the hills.

So much for a dip into very early Lotus history. In recent weeks, I have discovered, from talking to stateside friends, that you struggle a bit to find decent 13 inch tyres for your cars. We have no such problems here — mainly because such tyres fit Ford Escorts, Morris Marinas and so on and there are plenty of such cars on UK roads. In tracking down a set of tyres, I found plenty of potential suppliers, but none who would export to USA. Eventually I found just the company in South Yorkshire and Gary will probably have new tyres on his Europa before you read this. If you need 13 inch tyres, try www.longstonetyres.co.uk (1302 — 711123). Ask for the very helpful Dougal and tell him of my recommendation. Prices are about £40 for a 155/70/13, with shipping £60 for a set of four. Make sure you don't pay the 17.5% VAT that keeps us all poor.

The annual Lotus jamboree at Donington Park — that's nearly where we came in — takes place in a couple of weeks' time. This grand event kicks off the Lotus year this side of the pond and draws in members of the Lotus family from all over the world. I'll report on what happened in next month's column, by which time the clocks will have changed to bring us ever closer to Spring, when Lotuses flower and come out to play.

Would You Like a Lotus Club in Your Area?

AKA: The Birth of an Affiliate Club

By: Mark V. Pfeffer

As an avid Lotus owner, I always want to share the enjoyment of owning and driving my Esprit with others. One beautiful fall day in 2001, the wheels in my head and the Lotus began turning. Wouldn't it be fun to cruise with other local Lotus owners?

How do I find other Lotus owners in town? My first step was contacting Lotus Ltd. headquarters, where secretary and all around good egg Cora Gregorie was kind enough to forward me a list of Lotus Ltd. members in the St. Louis metropolitan area. Upon receiving said list, I contacted Lotus Ltd. Local Groups guru Bob Metz (he too is a good egg) who was kind enough to help me lay out a plan of attack,

including some example introductory letters, for contacting local Lotus owners.

The St. Louis Area Lotus Lovers (STALLS) was officially started January 1, 2002 with the signing of the affiliate club agreement supplied with our affiliate start up packet. Not quite as historic as our Declaration of Independence, but one has to start somewhere. Recruiting for STALLS started immediately with an introductory letter to known Lotus Ltd. members in the area. Response to the idea of a local affiliate club and proposed first meeting was overwhelming. We had our inaugural meeting at a quaint British pub with over fifteen Lotus owners attending. We even added some new members who got wind of the meeting. The Lotus grapevine is alive and well.

STALLS opted to meet quarterly for a variety of activities including the annual Charitable European Car Show benefiting Shriner's Hospital. We had three, count them three, Lotus

success of STALLS has been the relationship with our Lotus dealer, Behlmann Mid-Rivers Lotus. Dave Behlmann, the owner, not only stepped up to pay our entry fees for the European car show, but he has been very supportive of STALLS, marketing us to new and potential Lotus owners. We in turn point as many prospective Lotus buyers to Dave. Simpatico! If you have a Lotus dealer in your area, I highly recommend a visit with them to develop a mutually beneficial relationship. They will hopefully sell more cars and you will have more fun with a larger local club.

Is starting and running a local Lotus Ltd. affiliate club hard or time consuming? Not really, but it does take some dedication from several individuals and a catalyst (You??). The STALLS gang stays in touch via phone, e-mail and the postal service. A very dedicated STALLS Lotus nut maintains our web site.

So what's the prognosis for STALLS or any similar local Lotus Ltd. affiliate club? All the current members (42) belong to Lotus Ltd. to enjoy the friendship, the ReMARQUE, the discount vendor and driving school programs, and the discount to visit Lotus Cars in the UK via Richard Parramint. STALLS has grown almost three fold in two years, and with the imminent arrival of the long awaited Elise, we are seeing those soon to be Lotus owners join the club as well. It's great having a network of friends with whom you can share the Lotus experience. I encourage anyone interested in enjoying the best car people in the world, Lotus owners and enthusiasts, to contact Lotus Ltd.'s Local Groups representative Bob Metz at (303) 369-6288 or e-mail Lotusport@hotmail.com. You can also contact Lotus Ltd. headquarters. A local affiliate club truly enhances the Lotus experience.

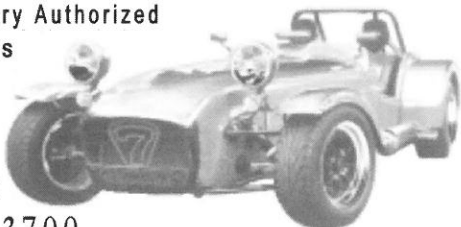
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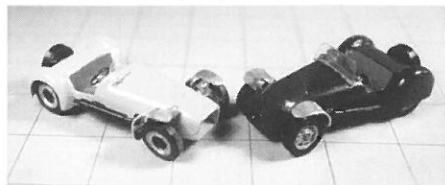
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Marsden on Models

Story and Photos by Jim Marsden

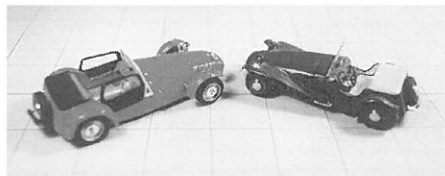
A Short Lotus Seven Story

As with most Seven histories, it starts with the 1953 prototypical Mark VI adventure. Colin Chapman seized on a concept which would vault him from a specialized one-off builder and demon-tweak for others in sports and racing cars to a car manufacturer with a twist. He would avoid building complete cars, subject to a fierce UK tax, and offer his nimble sports car as a DIY kit to keen enthusiasts who probably would have modified the car anyway.



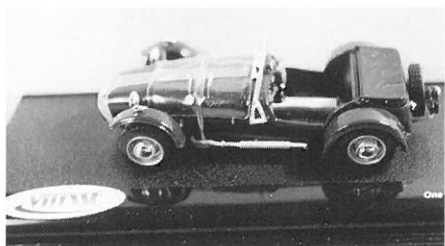
1. Mike Serrurier's scratch-builts

Having been one who rarely re-invented the wheel, Chapman cannibalized any proprietary part which would serve a need towards his "less is more" attitude of car constructing. One would get a purpose-built tubular space-frame chassis from one specialist, alloy body panels from another, wheels, suspensions, motors, and transmissions ready made from Austin, Ford, MG or Climax, which meant that no two VIs were alike. Thus, so are the two 1:43rd scale models shown.



2. Matchbox and RD Marmande S2 Sevens

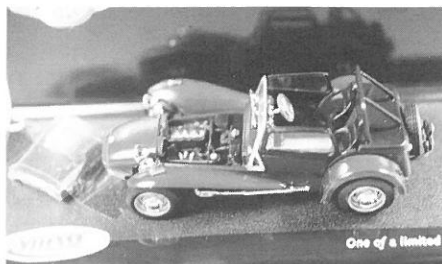
Scratch-built with resin cast bodies by Mike Serrurier of South Africa, the yellow car may have an MG lump with right side exhaust, 2-piece wheels and monochrome racing screen, whereas the BRG runner is closer to the factory spec with Ford power (left side exhaust), one-piece stamped wheels, full windshield and rear wheel pants (spats). Both are road-ready with headlights and spare tires [photo 1]. There are a couple resin "transkits" by Joker 24 of Japan to adapt the 1:24th plastic kit of the Seven S2 by Tamiya, but only available from collectors or eBay.



3. Sunstar Vitesse cycle-fendered S2

The VI went out of production in 1955 and Lotus went into Sports-Racing with the Marks VIII, IX, X and Eleven (the Roman numerals ended here, unlike the Super Bowl). The Seven didn't appear until 1957 when Chapman realized that he'd have to expand his product line for a more economical choice than the brilliant Type 14 Elite, being marketed simultaneously. Although both were intended to be factory built, kits of both were available later when Lotus experienced difficult economic times (shock).

Conceived and released as an up-rated VI, the



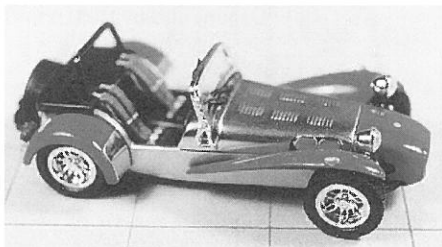
4. Sunstar Vitesse S2 with sidescreens

refined S1 Sevens still had alloy bodies, a plethora of running gear options, and parts from others (Chapman invented "out-sourcing"). The cycle fenders were retained until the Seven America was tailored for the US market with "clamshell" fenders to allay the SoCal cruiser look. Although both of the models shown are S2 Sevens, they're close to their precursors, including left-hand drive on the BRG car, scratch-built in wood by RD Marmande of France. The other is an obsolete 1:43rd Matchbox Collectibles diecast in red (ref. DYB07-M) [2]



5. Finecast 1:24 S2

Available in stores somewhere (I got mine on eBay), is a new cycle-fendered S2 in green with yellow cowl ring and stripe from the Chinese monolith, Sunstar, in its 'Vitesse' range of 1:43rd diecasts (ref. 27500) [photo 3]. It may have a removable hood (bonnet) like its more ambitious blue counterpart with clamshells, rollbar, fixed sidescreens and integral head restraints on bucket seats! (ref. 27501) [4].



6. Kyosho 1:43 Caterham 7

One of the best S2s ever produced is a 1:24th white-metal kit which started life over a quarter century ago as the Wills-Finecast replica of a normal road-going Seven (ref. 007). Reprised as Auto-Kits (ref. AK-007), and later as South Eastern Finecast, my built version is the latter with red GRP bits and polished "alloy" tub (ref. A007), which may still be available from Wheels Modelcars in Wales [photo 5]. As mentioned above, another S2 kit in 1:24th plastic which is more readily available is by the Japanese master, Tamiya, who released it with the Cosworth mill (refs. 2446 or 24046).

Outside of an obsolete 1:43rd white-metal kit by Auto Replicas of the UK and France (proprietor, Barry Lester, gets around) and a spate of the ubiquitous Scalextric 1:32 plastic slotcars (see below), there are few of the Seven S3 models to be found. Why? Because the transition to Graham Nearn's Caterham 7s from 1968 to 1973 was so seamless that even model

makers were left in the dust. Not so the Japanese who revere Lotus cars second only to Lotus Ltd members.



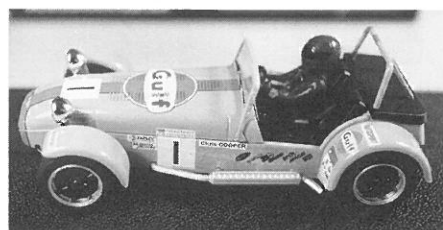
7. Kyosho 1:43 JPE Caterham 7

The Kyosho company has released no less than seven variations of the diecast Caterham 7 in 1:43rd scale, including a standard road-going version in a similar color scheme to the South Eastern Finecast S2 (ref. 03151R) [photo 6], and the World Record Holder JPE scooter in day-glo yellow (ref. 03152Y) [photo 7]. Kyosho released this Vauxhall-powered, Jonathan Palmer Special, in 1:18th, too, with engine detail and steering (ref. 7022Y), as well as a similarly appointed road car in various colors of the GRP bits (BRG, blue & red). Anson, another brave company from Spain whose production was in China, produced a number of 1:18th diecasts of Caterham 7s with steerable Minilite-style wheels but without engine detail, (ref. 30317-W) [photo 8]. Other color schemes were also available.



8. Anson 1:18 Caterham 7

Hornby 'Scalextric' and its earlier producer, Triang, have been making Lotus plastic slotcars dating back to the Lotus Type 16 GP "Mini Vanwall." Capitalizing recently on the Caterham/Seven knock-off craze, they've flooded the similarly manic 1:32nd scale slotcar market with no less than ten different models that I've been able to catalogue. In fact, there are about a handful which are described as true Lotus Seven S3's! A recent release, the "Gulf" Caterham Superlight 500 for Chris Cooper, continues the competition theme in its traditional blue and orange scheme (ref. C.2490) [photo 9]. See www.Scalextric.com or www.Scalextric-USA.com for their product lines and sources.



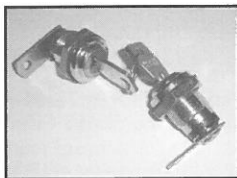
9. Scalextric "Gulf" Caterham Superlight

Tamiya has responded to the Caterham's appeal with some amazing plastic kits in 1:12th scale which include a Super 7 BDR with clamshells (ref. 10201), a BDR Special with cycle fenders and simulated carbon-fiber body bits (ref. 10202), and a full-bore Vauxhall powered JPE Record Car (ref. 10203).

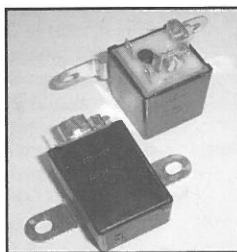
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Lotus Ltd.

2003 Financial Statement December 31, 2003

REVENUE:

Membership Dues	\$23,720.00
ReMARQUE Advertising	2,313.00
Reimbursements	2,175.77
Manual Reprints	106.25
LOG 22	30.00
LOG 23	48,494.00
Track Day	11,445.00
Interest Income	55.88
Other Income	374.26

TOTAL 2003 REVENUE \$88,714.16

EXPENSES:

LOG 24 Deposit	\$ 2,000.00
LOG 23	39,868.02
LOG 22	556.58
Track Day Expenses	7,711.31
ReMARQUE Publishing	18,144.60
Office Expenses	6,441.29
Insurance	4,044.00
Advertising	452.25
Copying	690.59
Taxes	60.70

TOTAL 2003 EXPENSES \$79,969.34

NET 2003 INCOME \$8,744.82

Cash Balances

Beginning Balance 1/01/2003

Checking	\$21,646.41
Money Market	10,514.09

Ending Balance 12/31/2003

Checking	\$30,335.35
Money Market	10,569.97

HELP WANTED for New Lotus Ltd. Website

The Lotus Ltd. website is the club's electronic face to the world. The website is important as a communication tool to you, our members, as well as the most visible marketing tool for new members. We are looking for a **Website Designer** to design a state-of-the-art Lotus Ltd. website with all the bells and whistles. If you are a professional in this field or if you are an amateur with the skills to design a new club website of this caliber, please contact Roy Collins at rclotus@alltel.net or (440) 365-3351 for more information.



courtesy of All American Racers

A rare collectable - a Dan Gurney autograph

The following year Lotus came with 2 cars, one for Dan and the other for Jim Clark. They also had a strong V8 that would muscle them around the 2.5-mile oval track. The car was a revamped Lotus Type 25 Formula 1 car that was stretched a bit longer and beefed up to handle the stresses that the speedway would put on the car. They called it the Lotus 29, powered by a Ford V8. The regulars thought the car wouldn't have a chance and they didn't want to be pushed around. The Lotus was qualified 5th in the second row of the 500 and finished 2nd behind Parnelli Jones, with Dan Gurney finishing 7th. Parnelli was thought to have been dumping oil on the track for the last 50 or so laps causing several other cars to spin.

At The Milwaukee Mile in August of 1963, the Lotus Type 29 Indy car set several records with Jimmy Clark leading from the start and winning the race.

The list of records set that day include:

- New track record speed.
- First champ car race win for Lotus.
- First time rear engine car sits on pole.
- First time for pole sitter to win champ car race.
- First champ car race win for Ford in the Lotus 29 chassis.

The little Lotus that could -- DID. Dan Gurney was instrumental in bringing Lotus

to the US at Indy and put them in the record books at the "Greatest spectacle in Racing."

In 1964 the field had more Lotus Fords, and in '65 Jimmy Clark won the 500. The rear engine British invasion was a success and, thanks to Dan Gurney, the rear engine Lotus Indy car went down in history. That same era saw new records being made and old ones being shattered as a result of the revolutionary Lotus cars and talented drivers.

Dan Gurney has many other accomplishments as well. After winning at Le Mans in 1967 in Ford's legendary GT40, he initiated the Champagne spray that is now a tradition in Victory Lane. Dan also developed the Gurney flap that is still used on cars to adjust the wing's downforce. Dan has been in victory lane in Indy cars, F1 cars, Stockcars, Trans Am cars, & sports cars. Dan is the only American to win an F1 race with an American made chassis and engine. The car was an Eagle Weslake F1 car in 1967.



courtesy of All American Racers

Dan has built racecars for and won championships in IMSA GTP and CART. He is now building Alligator motorcycles that are unique to the motorcycle industry. It has a lowered center of gravity for improved stability. Just the sort of design you would expect from the World Class automotive racing experience of Dan Gurney, a truly innovative legend of the sport throughout his career as driver, designer, builder, and team owner.

We are looking forward to meeting Dan and Evi Gurney and will be honored to hear him speak on his long history with Lotus. You will not want to miss this rare opportunity at LOG 24.



courtesy of All American Racers

The Lotus Type 29

PROPOSALS SOUGHT FOR LOG 25

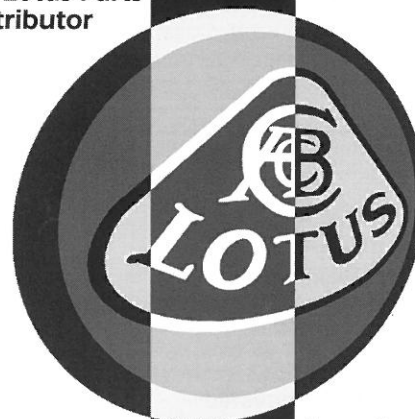
THE SILVER ANNIVERSARY LOTUS OWNERS GATHERING

Yes indeed, next year is the silver anniversary of Lotus Ltd.'s world famous Lotus Owners Gathering.

This year marks the 24th consecutive year Lotus Ltd. has held a LOG. Now there is a streak no one would like to see broken, so who will have the honor of hosting LOG 25 and where will it be held? Even as we are working on the plans for LOG 24, to be held in Birmingham, AL on September 10th thru the 13th, it is time to start considering where LOG 25 will be in 2005. Will it be in the North, South, East or West?

If your local group would be interested in hosting LOG 25, North America's biggest Lotus party, next year now is the time to step forward with your proposal. The combined forces of two local groups can host a LOG as well. For that matter, a formal local group is not required to host a LOG. All that is really needed is a dedicated group of Lotus Ltd. members with a plan. Contact Lotus Ltd. President Roy Collins (440-365-3351 or rclotus@alltel.net) or any of the Lotus Ltd. officers or directors (phone numbers on page 2 of the reMARQUE) to find out how to submit your Silver Anniversary LOG 25 proposal.

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Vendor Discount Program Expands for the Elise

By Mark Pfeffer

With the impending arrival of the Federal Elise a variety of things "Elise related" are popping up all over the Lotus landscape. One firm, Sector 111, has done its homework by joining forces with several established European Elise suppliers to bring their products to US Elise owners. Additionally, they are working with several US firms to develop other innovative solutions. Sector 111 President Shinoo Mapleton, a Lotus Ltd. member, is extending a discount to all Lotus Ltd. members. The contact and discount information for Sector 111 can be found in the "Member" area of the Lotus Ltd. website along with all the other vendors offering discounts to Lotus Ltd. members. Welcome aboard and thank you Sector 111.

Pit Stops

(Submit Local Group Events to Tony Vaccaro, (716) 689-8644, e-mail: tvacc@lotusowners.com)

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

April 3rd (Saturday) Lotus Enthusiasts's Organization (LEO) presents the Starting Over Gathering. Join us as we attempt to resuscitate an 86 Esprit! Takes place near Hazlett, NJ. RSVP to Mike Fennell mfennell@hiway1.exit109.com; info only Atwell Haines 973-927-3765

April 17th (Saturday) Cleveland Area Lotus Limited (CALL) Shopping spree at Harbor Freight and Tool in Parma Heights, 2pm. How many tools can you fit in a Lotus? Contact Joe Cross for info at 440-238-1715. Plan ahead by visiting www.harborfreight.com

April 18th (Sunday) Lotus Enthusiasts's Organization (LEO) Monthly gathering. The LEO Tent at the NY Auto Show is happening once again. Be at the Javits Center (the 11th Avenue Concourse) where LEO will once again display their cars to NYAS patrons. We need cars to display as well as folks to man the tent. Participants get free admission to the Auto Show. Contact Joe Saturnia joseph@saturnia.org or 908-358-5314 (cell). Your car must be on display 9 am to 6 pm.

April 20th (Tuesday) Texas Lotus Club, Dallas. Regular 3rd-Tuesday-of-the-month pub night at The Londoner, Beltway at Midway. Addison, TX, 7 p.m. Info: Martha Clinkscale mnclinkscale@compuserve.com.

April 24th (Saturday) Texas Lotus Club, Dallas. Track Day at Texas World Speedway, College Station, TX. Some of our members will meet up with Lotus owners from the Houston area. Nigel Harrison from the Houston club is one of the organizers. For more info: contact Martha Clinkscale mnclinkscale@compuserve.com.

CARS FOR SALE

1986 CATERHAM 7, cross-flow eng., susp. mods, Quaife Ltd. slip, more info at www.sandsmuseum.com/forsale. Michael Sands, (408) 773-1170 (CA).

1997 CATERHAM 7, polished alum. body, green fenders, yellow stripe, black int., 350 mi., 1600 cross-flow eng., side curtains & top never used, mag wheels, roll bar, adj. seats. \$26,900. Larry, (814) 329-2306 d, 941-2855 e (PA).

1973 EUROPA TC, black & gold, 42K mi., extremely well maintained, recently tuned, new battery, coil, wires, points, plugs & cap, extra parts & manual included, never in rain. Ron, Ron16712003@yahoo.com, (847) 202-6757 (IL).

1970 ELAN S4 DHC, xlt. older restoration to stock specs, red, black int., new tires & soft top, stored winters, not concours but v. clean, owned 15 yrs., pix avail. \$17,000. Erv, (847) 823-0138 (IL), erv_schweiger@cocreate.com.

1974 ELITE 502, orig. 907 eng., 71K mi. (2K mi. as 7th owner), no papers prior, LOG 23 concours plaque, black vinyl int. (some redone), new carpets, belts, alt., dist. cap, Pertronic ignition sys., R. brk. lines & pads, F. pads & water pump (over \$1,000 invested), many spares, parts & svc. manuals, books. New white paint needs rubbing out, pix at www.cardomain.com/id/domglotus. \$4,500. Dom, dgiangrasso@hotmail.com, (914) 497-9816 (NYC area).

1963 ELAN S1, 46K mi., red, orig. gray top, gray center console, orig. teak 3/4 dash, orig.-style steel wheels & hub caps, recovered seats, great early example, never restored, 3rd owner. \$20,000. Maury Montag, (425) 391-5359 (WA), Montagelan@AOL.com.

MISC. FOR SALE

ECO AIR METER, type 97, restored, great ornament for Lotus shop, 2-stage Lotus Racing Green paint w/ yellow powder-coated frame & 3D Lotus badge, all-new repro chrome, yellow hose, functional & calibrated, \$600. Dave, (715) 356-4384 (WI), dwkoski@charter.net.

MISC. WANTED

GARAGE SPACE, to rent or share for Europa work in No. VA. Robert Scates, (703) 913-2932 (VA), rmscates@cs.com.

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