

LOTUS REMARQUE

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August 2004

Volume 32, No. 6

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

By David Schmid



LOG 24 is only a weeks away and we are already close to filling up the special events. A few spaces are still available for the Lotus LOG 24 Autocross and Lotus LOG 24 Track Day. To keep the events safe, the number of entries is limited. So don't wait! Forms for these events are printed in this issue of ReMarque. Specific information you will need for both events is also on the website and copies of the applications for both events as well. Also, the LOG 24 registration form is available there. Go to www.lotuscarclub.org.

Please make your hotel reservations directly with the Wynfrey. We have a block of rooms for LOG 24 attendees; they will be offered to you for a reduced cost of **only \$99** per night, plus taxes. The regular cost of \$199 will be charged if not reserved by **August 10th, 2004**. To reserve a room(s), contact the Wynfrey Hotel directly at **205-987-1600**. Refer to "**Lotus LOG 24**" when making your reservation to get the \$99 rate.

PLEASE BE CAREFUL - IF YOU CALL THE WYNFREY 800 NUMBER - YOU MAY NOT GET LOG 24 GROUP PRICING.

Following are directions to the Wynfrey Hotel at Riverchase Mall:

From the airport:

Leaving the airport (there is only one way out), take I-20 west into downtown Birmingham. At the I-65 junction, take I-65 south. At the I-459 junction take I-459 south. Exit odd of I-459 south at Exit #13 (this is the first exit to which you will come). At the end of the exit ramp (traffic light) turn left. The Riverchase Galleria and the Wynfrey are immediately on your right. Take the 2nd entrance into the Galleria complex and this will bring you to the entrance of The Wynfrey. Approx. 20 minutes

From Atlanta:

Take I-20 west to I-495 south (just east of Birmingham). Take I-459 south. Take Exit #13 (Hoover/Pelham) off I-495 south. Turn left. The Wynfrey Hotel is on the right. Second Galleria entrance. Approx. 155 miles.

From Chattanooga, TN:

Take I-459 south through Birmingham to I-459 south. Take Exit #13 (Hoover/Pelham) off I-495 south. Turn left. The Wynfrey Hotel is on the right. Second Galleria entrance. Approx. 120 miles.

From Jackson, MS:

Take I-20 east to I-495 south (just west of Birmingham). Take I-459 south. Take Exit #13 (Hoover/Pelham) off I-495 south. Turn left. The Wynfrey Hotel is on the right. Second Galleria entrance. Approx. 245 miles.

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PARKING

We are fortunate to have **Hunting Ridge Motor Sports** sponsor the "Lotus LOG 24 Corral." They will provide free vehicle parking for both Friday and Saturday and provide for evening security. You will be able to enter the parking deck at the Wynfrey without a pass, **but** you will need our parking pass to exit without paying at the gate, so make sure you **get your pass(s) or additional passes at LOG 24 registration**. They will not be available at the Wynfrey Hotel guest registration.

There is dedicated **FREE** parking for trailers and tow vehicles adjacent to the Wynfrey Hotel. It will be to the left of the Wynfrey hotel as part of the Sears - Galleria Mall parking lot. When entering the second Galleria entrance and facing the Wynfrey, make a left at the signal and then take a right into the parking lot in front of Sears, there will be signs for **LOG 24 Parking**. This area will not have additional security, so you will be responsible for your trailers and vehicles and should keep them locked. **DO NOT park to the right of the Wynfrey**. This area is reserved for the "LOG 24 Yokohama Autocross" and vehicles will have to be moved or towed before Sunday morning.

There will be plenty of exciting opportunities to meet your old friends and make new ones at LOG 24. It's a beautiful time to be in the South and enjoy the last of summer cruising down the highways of America in our Lotus.

Hope to see you in September at LOG 24.

In This Issue:

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ACROSS THE POND

By Gordon Morris

This has been a particularly good month for Lotus Books, with three really good ones published in recent weeks. Something like two hundred books have been published on Lotus, or with high Lotus content, and, as an avid collector of such things, I keep copies of most of these books on the shelves of my archive. The key to being a successful collector of anything is to be a selective and disciplined collector and not to collect just everything. If you do that, the collection soon gets out of control, space is a problem and wives/partners have been known to object. So I have specialised in matters Lotus from the earliest days to about 1970 - taking in the period of my greatest interest in terms of the cars and the drivers of that time.

The three new books I refer to are those on Jim Clark and the Lotus 25 R4 by Eoin Young; Dennis Ortenburger's latest Lotus Seven book and a superb review of the Coventry Climax racing engines by Des Hamill. The first - and, in my opinion the best of the three - is a brilliant potted biography of the great wee man and his most successful single car by an author better known for his close relationship with Bruce McLaren and Cooper. That relationship, however, meant that he was there at the time and his objective observations put Lotus' great breakthrough with the monocoque 25 into a proper perspective. Young, for example, says that Jimmy and the 25 were so far ahead of the opposition that only unreliability would prevent Colin Chapman's team sweeping the board between 1962 and 1965. So events proved - had the 25 not retired from the lead in the last stages of the last Grand Prix in 1962 and 1964, Lotus and JC would have been World Champions for four years in succession. Had the cars been more reliable, of course, they should have had matters sewn up long before then, as Team Lotus demonstrated in their dominant 1963 and 1965 title years.

It always surprises me that some of the best books on Lotus (a British company above all) have been written by an American. I refer of course to Dennis Ortenburger, whose three volumes on the lovely Elite are rightly regarded as the standard work and his original Seven book is so highly regarded (and has become rare and expensive) that it has been pirated by a certain European "publisher". Dennis' books on the Eleven and on Frank Costin's motoring activities are prominent in my library and I sell as many copies as I can find. The new Seven book is published

Across the Pond (Continued on page 4)

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Sandy Gets Her Esprit

By Gary David

After we were married a few years, my wife Sandy discovered that our vintage Lotus cars were not the world's most reliable transportation devices. Not to mention that the concept of air conditioning involved opening windows or removing the top -- she nearly passed out in Washington DC when I had the heater on in August to cool the engine.

Sandy has always felt that we needed one really nice sports car for dinners out and weekend getaways. After a few drives in Roy Collins' Esprit, she decide that what we needed was a V8 Esprit. Financing a V8 could involve the selling of a few of our older Lotus cars and possibly an internal organ. While the organs didn't bother me, I am very attached to the old cars. So, about the only thing we could really agree on was that we both felt an Esprit should be red and neither of us were fans of the normal tan interiors.

So far 2004 has been a bad year for us, so getting an Esprit was pushed to the back burner for a bit. Then in early May we drove our Lotus Cortina down to Columbus for a car show weekend. The Lotus field there included two Esprits. The '89 was a fresh repaint where the painter sprayed nearly everything but the window glass bright yellow. There was also a nice red '90 at the end of the row.

Sandy called me over to look at it as it had a different colored interior. While she was looking at the interior she noticed some "for sale" flyers in the passenger seat. Closer inspection of the car revealed it had less than 12,000 miles on it and it appeared perfect. The body didn't have a scratch, the rare Dove Gray interior seemed flawless and the tires were brand new. Suddenly she was in love with it. Sandy never really "shops" for things. However, when she finds something she

wants, it becomes very obvious to everyone.

We found the owner and I wanted Sandy to take it out for a drive as it did not have the newer car's power steering and I was a bit worried she might find it hard to maneuver at low speeds. The owner asked if I wanted to try it and I had to explain to him that it would be her car and she wanted to try it. She came back bubbling with enthusiasm and we spent the week discussing the car. It was a bit pricey for a '90 but only half the price of a good used V8. It just had a \$3600 service performed and everyone we talked to agreed it was beautiful. Plus it was an intercooled version so it was close to state of the art for a four cylinder model.

The next Saturday morning, Roy and I flew down to Columbus in his Esprit to bring back Sandy's car. A soccer mom stopped by the previous owner's house while we negotiated the deal and I told her that it would be my wife's car. She chuckled until the owner confirmed it was true. She then climbed back into her SUV, shaking her head and muttering. The previous owner's wife suggested with this car gone, he might replace it with a minivan so "they could all ride along". He almost kept the Lotus but he's too tall for it.

Has the car been as good as it was described to us? So far I've had to balance the tires and the clutch suffers from the typical "red line syndrome" but that's been it.

The actual decision to purchase the car was probably most influenced by my being in the hospital earlier this year. It made the concept of "We deserve this" and "NOW!" much easier to understand. The car is now in our garage and we seem to be finding several social events to attend where we can drive (and show off?) the car. Surprisingly Sandy wants to drive it rather than the Cortina to Birmingham. This might just be temporary. Maybe she'll reconsider closer to the date.



Photograph by Gary David

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Magazine Watch

By Foster Cooperstein

(UK)

Up for a challenge? Ever think of going hill climbing? Read about one man's journey, both literally and figuratively, turning a Plus 2 into a two time, championship winning hill climber in the July issue of *Thoroughbred & Classic Cars*.

There's another comparison test in the July issue of *EVO*. This 23 page report is a multipart test comprising of a 0-110-0 run, a high speed banked oval run, slalom and track laps of 13 quite different cars. Lotus is represented by the Elise 111R. There is a Caterham R500 Evolution and The Aston Martin DB9, Lamborghini Gallardo, Porsche 911 GT3 R5 and TVR T350C among others. The Caterham "ran away" with the 0-110-0 test as it was 1.8 seconds faster than the next placing car (the TVR). The Elise was slightly below the middle of the pack at 19.3 seconds, 6.3 seconds slower than the Caterham. The Elise was the next to slowest in the banked oval test that was won by the Lamborghini (almost 40 mph faster than the Elise). The Caterham was 5th slowest at a still respectable 146 mph average speed. But both shined in the slalom test, tying for the fastest time with the Porsche. The final test was the lapping test. The Caterham blew away the competition, besting the 2nd place Porsche by more than 4 seconds. The Elise was a respectable 6th, despite parts of the track being wet when it set its times.

Overall the Elise was in the middle of the pack, a good finish in against the heavy artillery competition. The Elise's success was due to its chassis balance; "... the best of any Elise I've tried..." said the tester. At the top of the list was the Caterham, followed by the Porsche. One would hope that the Caterham performed up to its cost - more than \$75,000! On the other hand, the Elise stacked up very well based on its cost - around \$45,000.

The June issue of *EVO* contains yet another comparison - its test of "Extreme Sports Cars". For Lotus it is the Exige S2. When all is said and done, the Exige tied for first with the Ferrari 360 CS and Porsche 911 GT3. The other car, the Noble M400 was a 1/2 start behind. For its price, the Exige was picked as the best all around performer of the group. Subjectively, it was 3rd with the Ferrari and Porsche leading the way.

Also in this issue of *EVO*, a 6 page article about a Lotus classis - the F1 Type 72. This car won three championships over a period of 8 years (of course there were several versions of the ground breaking car).

Another article Lotus aficionados may find interesting in this issue of *EVO* is a comparison of the Caterham product line - 7 different models from the entry car, The Classic, to the outrageous Superlight R500. Costs run from about \$25,000 to \$60,000+. The *EVO* writer picked the middle range Superlight R300 as the best all around Caterham, good for both street and track.

The venerable magazine *Motor Sport* celebrates its 80th anniversary with a huge issue. Jim Clark and Ayrton Senna are among the cover subjects. Probably because

of the manner in which they divided up the 10 year periods (beginning with the start of the magazine in 1924) Jackie Stewart was named the best driver for the 1964-1973 period. Similarly, such milestone cars as the 25, 49 and 72 were not chosen as the best cars of their era. However the 79 was named the best for 1974-1983.

Later in the issue is a beautiful photo essay of the 79, a 4 page spread. A few years back there was an article in *Road & Track* in which Mario Andretti explained that the 79 was not stiff enough. Martin Ogilvie confirms that in the *Motor Sport* article, stating "you just don't argue when Colin was on one of his charges." Further, as the car raced and the rivets loosened, it became even more flexible. Imagine what the car would have done had it had a stiff chassis!

See the August issue of *Classic & Sports Car* for a 5 page article comparing an Esprit V8 and a Ferrari 355. The author did not pick one over the other but concluded by saying: "But at today's money it's twice the price of the Lotus, which not only handles better but has a wicked presence of its own."

(US)

From Barber Motorsports Park, a photo of a bright orange Elise followed by a silver one is on the cover of the September issue of *Sports Car International*. The table of contents has a shot of a dozen Elises in a row shot from the side and above. Inside is a 7 page article, including a blurb about the Barber Museum. The author was impressed with the car's handling, stating "[t]he Elise responds exactly as expected, with direct feedback through the steering wheel and the seat of the pants. The wider front wheels and tires of the Sport Pack neutralize most of the mild understeer found in the base car."

Note: The November issue will include a comparison test of the Elise, Honda S2000 and some other roadsters.

Motor Trend is also on the Elise bandwagon. There is a 2 page article in the August issue. According to the author: "... the Elise is one of the best things to come from the British Isles ...".

The July issue of *Vintage Racecar Journal & Market* report has a 2 page interview of Cliff Allison about his days as a driver for Team Lotus. Allison opines that had the 1958 Spa race been a lap longer he would have won the race, rather than placing 4th. The 12 was lighter and more aerodynamically

refined than the competition. Allison didn't believe that the 3 cars in front of him would have lasted another lap on the notorious Spa circuit.

There is a Formula Ford market guide in this magazine, as well as the Allison article. Prices for 51's varied from \$12,000 to \$29,500; from \$9,000 to \$20,000 for the 61M/MX and from \$19,000 to \$37,000 for the 69.

The June 2004 issue of "Automotive Design & Production", (3 pages), gives some interesting insights into the gestation of the US Elise.

And finally, the August issue of *Road & Track* contains yet another Elise article. Unfortunately my copy has not shown up so I can't tell you about the article except what I was told - it was a very positive review.

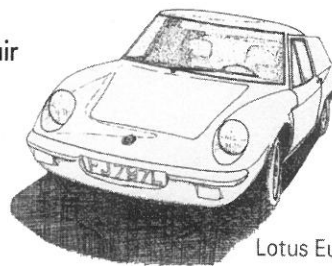
The Elise has Arrived and is being Delivered to Owners

If you are one of the first of the lucky people to take delivery of a new Elise, how about telling the rest of us about the experience and your first impressions of the car. This does not have to be a long report if you do not want it to be. A few lines will do. Please include a photo of you with your new Elise. We would like to include them in the next issue of *ReMarque*. Please send text and photos to editor@lotusclub.org.

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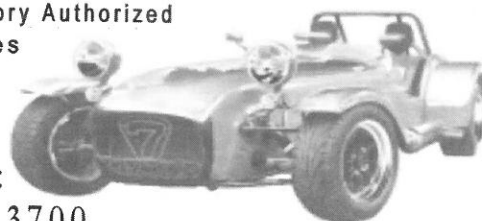
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ACROSS THE POND (Cont. from page 1)

by Coterie Press and features William Taylor's fine photography. I know many of the cars that appear in the book, yet I confess to being a bit disappointed – the book concentrates more on the dozens of Seven lookalikes than on the real thing and, to my mind, loses something as a result.

The third book takes the Coventry Climax racing engines as its theme and inevitably contains many references to Lotuses, from the Mark Six to 33. Des Hamill conducts a thorough and sometimes scholarly review of all of the lightweight engines that grew from the original Fire Pump of the Fifties. Lotus history would certainly have been very different – and probably much less successful – had not the inspired engineers from Coventry produced engines that matched ACBC's featherweight chassis so well. Can you imagine the Eleven, 18 or 25/33 – or most of all – the Elite – with any other powerplant?

The past month has provided me with plenty of opportunity to catch up on my reading – warm and sunny May became wet, cloudy and cold June, and July looks like it's following the same theme. I've been able to follow my own counsel regarding wet weather open air driving as most of the shows I went to in June were wet to a greater or lesser extent. An exception was a lunch at a nearby stately home arranged by the Historic Lotus Register. A fine display of cars, ranging from a Mark Three replica to Sevens, Elevens, some single seaters, Elites, Plus Twos and Elans, basked in the sunshine in the drive of this fine Georgian house while their owners and passengers enjoyed a fine lunch inside. Jan and I drove the thirty miles there, through the Wiltshire/Hampshire border country, in our yellow S4 Elan. As so often happens, the drive there and back was as enjoyable as the event itself and a fine car like the Elan comes into its own. Of course I'm far from objective on such matters, but on a sunny day and on good roads, there's nothing to touch the Chapman/Hickman/Mundy masterpiece.

Some interesting cars have recently joined – or are about to join – our little group of Lotus people. A very important Six – Peter Gammon's 1954 MG engined car which was one of three cars that made up the first Team Lotus race entry – and one of the thirteen genuine Series 3 Seven Twin Cam SS cars – have been bought by two friends who are founder members of the Lotus Seven Register. The Six is a well known car and is roadworthy but needs a bit of work to bring it back to its original condition, while the Twincam SS was found in Sweden on our recent trip to nearby Denmark. Once I've got to grips with the intricacies of my recently acquired digital camera, I'll produce some pictures of these fine and historic early Lotuses.

A final note this month – I took the Elan to an impromptu display on the seafront at Bournemouth and found a young Elise owner engrossed in the car – on his hands and knees peering under the car, examining the engine and the cockpit – until he asked me if my car had any relationship with his as the badges appeared to be similar (45/9567 has a black badge as a 1969 car should). As a young man about town, he bought his Elise as a fashion accessory and was unaware of its illustrious provenance. I told him something of the link between the two cars, about Club Lotus and invited him to come along to events later in the month. He really knew nothing of the background to his fine car and quickly absorbed what I was able to tell him. This happens a lot this side of the pond and will surely feature on your side as stateside Elise owners realise that there's much more to their fashionable little runarounds than they first realised. The inevitably younger Elise faction has brought a new – and welcome – dimension to Lotus activity in the UK and should increase our membership base in the US and Canada.

Wanted: ReMARQUE Editor-in-Chief

Editor in Chief still needed for Remarque, your newsletter. Contact Dave Hsu at dave@mur.com, 301-721-9559 or Roy Collins at rclotus@alltel.net, 440-365-3351.

Marsden on Models

Article and Photos By Jim Marsden

Slot Cars are Back!

While you were sleeping, those of you who remember the Sixties and the smoke-filled bowling alley-like parlors where scale miles of slot car track were laid out, such a phenomenon has returned. Only this time, the scale has been fairly stabilized at 1:32nd instead of 1:24th and "HO" (1:76-1:55) has been resurrected by obsolete modelers and drivers. The venues and crowd are less funky as well.

The slot cars of the period represented the full-sized racecars of course, and, insofar as Lotus was concerned, the USRRC sports racing Marks Eleven, 19, 23, 30 and 40 were like Locusts. Formula cars like the 16, 18, 20/22, 21, 24, 25, 33, 43 and 49 were equally ubiquitous, as well as the most favored by Americans, the "Ford-Lotus" Types 29, 34, 38, 42F and the 56 P&W Turbine "whooshmobile." 1970 was about the time that clear-bodied cars with custom brass chassis, very tightly wound little Mabuchis lashed to it, and gummy tires entered the scene having no particular resemblance to any "real" car, and were promptly labeled "Thingies." These stuck so well and went so fast that their pedigrees actually didn't matter in the blur. My opinion is that's what sent the hobby into decline, except for the truly hard-bitten enthusiasts. Others got into large scale radio-controlled racers and off-roaders, but that's another story.

About five or six years ago, the English company who persevered throughout the hiatus, Scalextric, was joined by other Japanese, German, Portuguese and Spanish companies in producing beautiful 1:32nd replicas of actual cars that went fast but closer to scale speeds. Artin, Carrera, Fly, Ninco, Pink-Kar, SCX and Vanquish MG are among the most popular brands. The models are extremely faithful to their 1:1 brethren, including racing liveries, drivers, engine detail, roll bars, wheels and numerous iterations of each injection-molded plastic casting (this column has documented many of the Scalextric Lotus and Caterham Super Sevens).

1:32nd Vanquish MG Lotus 72Ds



A family photo of 1/32nd drivers and 72D's

Available on-line (slotcarworld.com or eBay) or at your favorite hobby shop are the new Vanquish MG Type 72D-Ford F1s from Spain. A very accurate 1972 World Champion JPS car of Emerson Fittipaldi (with victorious wave frozen in air) is ref. GP 1, and will set you back about \$60. A less familiar variation, the Type 72D "Sasol/Lucky Strike," as driven by Dave Charlton in the 1972 British GP is quite handsome, although the car pictured in Michael Oliver's book, *Lotus 72-Formula 1 Icon*, shows the German GP car sans cigarette sponsorship (ref. GP 2). A third forthcoming edition will be the Rob Walker/Graham Hill Brooke Bond Oxo blue and white car (ref. GP 3).

Slot Car Sets and Accessories



Fly Lotus drivers in 1/32nd scale

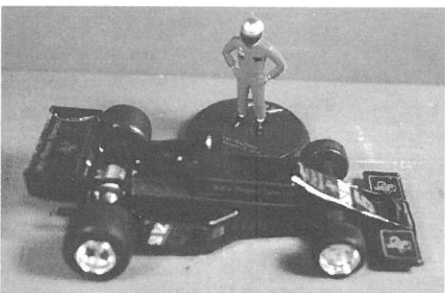
Another phenomenon of this resurgent hobby are the sets of cars and tracks in authentic race venues, and the accessories which no self-respecting "Thingie" pilot would have broached. Among items like pits replete with crews, grandstands with fans, photographers, videographers, hay bales, guardrails, rescue vehicles, etc., there are even drivers who just kinda stand around. The Spanish company, Fly, have a remarkable line up of historic and contemporary racecars and a series of 1:32nd white-metal figurines. The Lotus drivers shown are Mario Andretti in his 1978 Championship suit and Jacky Ickx in his JPS festooned suit, although the interesting tin credits him with his Le Mans wins--His 1974/75 stint at Lotus was not very exciting, I guess. This series of figurines is now obsolete, so I'm slogging through eBay to find the Jim Clark and Jochen Rindt pieces.

More Lotus Slots



The Type 76 Lotus-Ford

A long out of production 1:32nd model of the Type 76-Ford (JPS I), with its curious bi-wing by Polistil of Italy and Ronnie Peterson up, is surveyed by his teammate of 1974, Jacky Ickx (ref. A96) [photo 4]. This model has also surfaced over the years as distributed by Bachmann (ref. 6206) and Strombecker (ref. 9096). The full-sized version was shown on the cover of February's *ReMARQUE*.



The Type 77 diecast by Nikko of Japan

Not shown is the Scalextric Type 77-Ford (JPS II) which ran in 1976 and comes in two livery variations as "JPS" or "Olympus/Team Lotus Special" sponsorships (both ref. C126). An early season Type 77 non-slot diecast by Nikko of Japan

in 1:27th (ref. N-1200) is cast a dubious eye by the Fly Andretti, no doubt wondering how many races he'd win that year (1, Japan).

Polistil produced numerous Type 78 Ford (JPS III) models, including two 1:32nd ready-to-run (RTR) slots (refs. A.114 and A.308) although I don't have examples of either. Both Scalextric and its Spanish counterpart, Exin, have issued slots of the Type 79-Ford (JPS IV) and the 1979 "Martini Lotus 79" (all refs. 4059). Mario's arms akimbo suggest that his Championship JPS IV car of the previous year might have slipped backwards in F1 technology (he was correct). Airfix/MRRC of England also did JPS and Martini slot variants (refs. 6003 and 6005, respectively).



The Type 79 Lotus-Ford

To my knowledge, no Martini Type 80-Ford was produced in RTR condition, although the American company, Parma, produced a vacuum-formed clear body shell in 1:32nd, which, presumably could replace the heavier injection-molded styrene body of the English Type 79s or other. The same situation exists for subsequent Lotus F1 Types 81, 87, 88, 91, 92, 93T, 94T, and 95T where there are crude vac-formed clear bodies available (you don't want to know).

The next Scalextric Lotus F1s are the Types 97T-Renault and 98T-Renault, the latter of which is produced as black and biscuit "Team Lotus" car (ref. 425) or in yellow as the (incorrect) "Lotus-Honda" (ref. 434) for which Jacky Ickx seems confounded. Scalextric UK also produced a correct Type 99T-Honda (ref. 7038) as well as one in their Spanish line, Exin.



The incorrect Type 98T Lotus-Honda

Carrera Profi of Germany showed a Type 100T-Honda in their 1989 catalogue, but released it as the Rial F1 and others, probably because the 100T was such a loser or licensing difficulties (ref. 71411). The Type 101-Judd suffered the same ignominy at Carrera's hands, hitting the shops as the Sauber-Mercedes C12 (ref. 2417RA).

As far as I know, the various Types 102, 102B, 102D and 107 were issued only as crude vac-formed clear shells by cottage makers. A 107B-Ford was issued by Scalextric, but it had "Pennzoil 500 Formula 1" (sic) yellow livery (ref. C447). If anyone can fill in any of the gaps above or provide corrections, don't hesitate to contact me, including whether a 1:32nd slot car or body exists for Lotus' last season runners, the Type 107C and 109.

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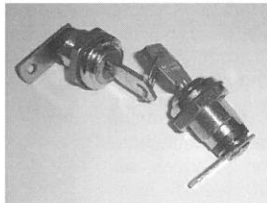
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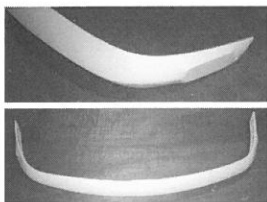
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Drives for your Lotus:

The Blue Ridge Parkway

By Andrew R. Barron

Let's face it, the majority of highways in the US are just not amenable to driving your Lotus, irrespective of your particular model. The stop-and-go traffic around major cities and on many interstates is not conducive for the left leg of Esprit owners or the temperature gauge of an Elan or Europa. State speed limits don't even stretch the legs of an asthmatic Seven! Lotus cars are best experienced on the racetrack (not on those ovals preferred by NASCAR, but tracks in which the corners occur more frequently than the straights) or the type of twisting, winding road so common in the English countryside. A Lotus may not be as fast as some German or Italian cars and it may not have as many cubic inches as its American kin, but, as we all know, there are three things that make every Lotus special: handling, handling, and handling. For those who don't wish to take their pride and joy to a track day (although many of us do), and do not want the hassle of shipping a car to the UK just to drive it as its creators intended, there are a few routes in the US that offer a chance to experience the handling characteristics of a Lotus. One such road is the Blue Ridge Parkway.

Linking the Shenandoah and Great Smoky Mountain National Parks in Virginia and North Carolina respectively, the Blue Ridge Parkway is unique in the US highway system. At the outset, this highway was designed to engage the motorist in the scenery and the pleasure of the drive rather than providing a route from A to B. With an overall length of 469 miles, and providing elevation changes from 600 to over 6,000 feet, the Blue Ridge Parkway provides both stunning scenery and close-up looks at the natural and cultural history of the mountains. More importantly to the Lotus owner, it provides a wonderful driving opportunity.

Constructed either side of the Second World War, the highway was built with great deference to the surrounding countryside. There are only a few bridges or tunnels, with the majority of the road twisting around the Appalachian Mountain chain, the massive Black Mountains, and the Great Smokies. It is this goal of coexisting with its surroundings that make the Blue Ridge Parkway one of the great driving roads in the US.

Although the speed of 45 mph is restrictive in comparison to the 60 mph of many of Britain's "B-roads", it offers a nice compromise between experiencing the view and the ride! With its myriad of switch-backs, blind corners and elevation changes you are rapidly picking out the best driving line and ensuring that the apex of each corner is just right. Even at 45 mph, gear changes entering and exiting each corner provide an almost unmatched opportunity to get the most out of your car. The drive rapidly becomes a flow of movement akin to a skier on slalom. The road forces a wonderful flow and rhythm to the drive. In fact you will find you are so engrossed in the drive that you (or possibly your passenger) will have to remind yourself that the views are actually worth stopping for.

Along the Parkway there are overlooks and rest stops at key locations. Each overlook has sufficient parking for half a dozen ordinary sized cars, as well as a signpost indicating natural points of interest. There is even a gas station and coffee shop on route. Both of these may come in useful given that the full route takes over 10 hours to complete. Luckily, for those less hardy, the Parkway may be entered at different points, allowing for a drive to match anyone's available time.

This journey is highly recommended for individual cars; it may also make a suitable route for a group. More information may be obtained from the National Parks Service at www.nps.gov/blri and the Blue Ridge Parkway Foundation at www.brpfoundation.org.

Lotus Ltd. LOG 24 Autocross & Track Day Registration

Sponsored by Yokohama Tire Corp.

DRIVER DATA

Name _____ Date of Birth _____
Address _____
City _____ State _____ ZIP _____
Phone (Home) _____ (Work) _____ (Cell) _____
E-Mail _____ Lotus Ltd. Member? YES NO (Circle)
Driver's License Number _____ State _____ Expiration _____

LOG 24 Autocross Sunday, September 12, 2004; 7 AM –12 Noon Galleria Mall

Lotus Ltd (www.LotusCarClub.org) will host the LOG 24 & Yokohama Tire Corp. is our sponsor for Autocross, Sunday September 12th at Galleria Mall in Birmingham, AL. Check in and final tech inspection will begin at 7:00AM. Learn more about your car and enhance your driving ability in a fun and safe environment.

A Snell SN95 or newer rated racing helmet is required. This can be found beneath the padding inside your helmet. Motorcycle helmets will be permitted, although not recommended. Long sleeve cotton shirts/pants and rubber sole shoes for minimum clothing are suggested. Tech inspections will be available prior to the event during LOG 24 weekend. See www.lotuscarclub.org for LOG 24 Autocross Guidelines and Autocross Tech Inspection form: These must be adhered to by all drivers.

Entry Fee Per Driver: \$20 –Lotus Ltd. members and \$30 for non-members. Your registration fee includes two timed runs (8:00AM-12:00 Noon) of driving runs. Checks for registration are due by July 31, 2004 on a first come basis. We will have an Autocross chalk talk on Saturday morning at the Wynfrey Hotel.. **Make checks payable to: "Lotus Ltd." with LOG 24 registration.**

Questions? Contact Lee Cohee at (850)-878-5927 evenings or e-mail at vancoh@velocityonline.net. There will be a \$10 cancellation fee before August 13, 2004. No refunds after August 13, 2004. Lotus Ltd. LOG 24 reserves the right to reject any application. Upon approval, you'll receive details for the event and class.

DRIVER'S EXPERIENCE

Total Number of Autocross Events: _____ When _____ Where _____

CAR DATA

Car Make _____ Model _____ Year _____ Color _____
Performance/SafetyModifications? _____

FEES

_____ Registration Fee for Lotus Ltd. Member (\$20 Per Driver)
_____ Registration Fee for non-Lotus Ltd. Member (\$30 Per Driver)

Signature _____ Date _____

LOG 24 Track Day, Monday, September 13, 2004; 7 AM Barber Motorsports Park

Yokohama Tire Corp. is our sponsor for track day Monday, September 13th at Barber Motorsports Park (www.BarberMotorsports.com) in Birmingham, AL. Check in and final tech inspection will begin at 7:00AM. Learn more about your car and enhance your driving ability in a fun and safe environment. There will be three (3) groups of drivers as follows: **Group 1:** No track experience. **Group 2:** Limited track experience. **Group 3:** Licensed racing and experienced drivers.

ALL open cars in Groups 2 and 3 MUST have a roll bar or hard top in place. An SA95 or newer rated racing helmet is required. This can be found beneath the padding inside your helmet. **No motorcycle helmets will be permitted.** Long sleeve cotton shirts/pants and rubber sole shoes for minimum clothing requirements. Of course Nomex racing attire is preferred. Tech inspections will be available prior to the event during LOG 24 weekend. See www.lotuscarclub.org for Barber Motorsport track 2004 rules and regulations and track Tech Inspection form: These must be adhered to for approval and track entry.

Entry Fee Per Driver: \$265 –Lotus Ltd. members and \$350 for non-members. Your registration fee includes a full day (8:30AM-5:00PM) of driving and complimentary instruction from Lotus Ltd. racers on hand. Checks for registration are due by July 31, 2004 on a first come basis. We will have a track chalk talk on Sunday night at the Wynfrey Hotel. **Make checks payable to: Lotus Ltd. with LOG 24 registration.**

Questions? Contact David Schmid at (770) 829-6646 or e-mail at dschmid@lg.com. There will be a \$50 cancellation fee before August 13, 2004. No refunds after August 13, 2004. Lotus Ltd. reserves the right to reject any application. Upon approval, you'll receive details for the day. **We run rain or shine!**

DRIVER'S EXPERIENCE

Total Number of Track Days _____ Please list your last two driving events below:

Date _____ Track _____
Date _____ Track _____

I believe I would be appropriately placed in Group: ____1 ____2 ____3 (Check Choice)

CAR DATA

Car Make _____ Model _____ Year _____ Color _____
Performance/SafetyModifications? _____

FEES

_____ Registration Fee for Lotus Ltd. Member (\$265 Per Driver)
_____ Registration Fee for non-Lotus Ltd. Member (\$350 Per Driver)

Signature _____ Date _____

Pit Stops

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

August (Every Sat.) Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63rd St. 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

August 1 (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30AM, Breakfast at 58 Main Restaurant, Brockport, NY, tvacc@lotusowners.com, 716-689-8644. Nice weather? Grab one of the outside tables.

August 6-8 (Fri.-Sun) Mid-Ohio Sports Car Course *Rapier Racing/HyperSports* Esprits. Don't miss your chance to cheer for a Lotus in a professional race series.

August 7 (Sat.) CALL (Cleveland Area Lotus Limited) British Car Day; Legacy Village.

August 8 (Sun.) LOONY (Lotus Owners Of New York), Backyard Party at the Reddens, Rochester, NY. (or Geneseo Breakfast...see below) Contact Tony V for information and directions. 716-689-8644, tvacc@lotusowners.com. 12 Noon to 5pm. Bring a dessert or salad to pass. Bring your own drinks. Cancellation date is the following Sunday if needed. (we have a breakfast in Geneseo scheduled...but will would go to the party instead and we would meet in Geneseo on this Sunday)

August 15 (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30AM, Breakfast Meeting at the Geneseo Family Diner, Geneseo, NY (or party at the Reddens, see above) (On the "main" street, just south of the Bronze Bear statue). E-mail Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644 (this breakfast would "switch" with the Reddens backyard party if the need arises)

August 15 (Sun.) CALL (Cleveland Area Lotus Limited) Go Karts at Goodtimes in Avon. 11:00AM - Noon. Goodtimes has a new owner and all go karts are being rebuilt and have new engines for '04. Zoom-Zoom! Arcade games to follow at Dave & Buster's for an hour or so, and then down the road to Quaker Steak & Lube for a late lunch and prime parking for the Sunday night Cruise-in that starts at 5:30PM.

August 17 (Tues.) Texas Lotus Club -- Dallas. Regular 3rd-Tues.-of-the-Month pub night at The Londoner, Beltway at Midway, Addison, TX, 7 p.m. Info: Martha Clinkscale, mclinkscale@compuserve.com.

August 20-21 (Fri.-Sat.), Road Trip, Routes 44 and 144 down to Jersey Shore, PA. We will all meet at the Wyoming Inn, Wyoming NY at 10AM. We will drive down Routes 144 and 44 to the end....stay the night and return on Saturday the same way we came. This is one of the best roads in the NE and plan to join us. Contact Tony V for more information and confirmation that you are going. tvacc@lotusowners.com

August 22 (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30AM, Breakfast Meeting at the Bergen Diner, Bergen, NY (at the intersection of Route 33 and Route 19, Just off the 490). Email Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644

August 22 (Sun): LEO Monthly Gathering and Drive. Breakfast: Hibernia Diner, just North of Interstate 80 at Exit 37 (Green Pond Rd.), Rockaway, NJ. 8:30 AM Drive commences 9:30 AM. Join us as we explore the back roads among NJ's Reservoir Country. Finish: Charity Car Show, Boonton, NJ. After the show, it's a Barbeque at Rich Clemente's new house. Info & RSVP: Rich Clemente <lotus@ix.netcom.com> or 973-713-0653 or www.LotusEnthusiasts.Org

August 29 (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30AM, Breakfast Meeting at the Geneseo Family Diner, Geneseo, NY. Email Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644.

CARS FOR SALE

1983 DONKERVORT SUPER 7, Dutch, longer/wider cockpit than Caterham w/ more chassis triangulation, under 4K mi., fully rebuilt TC eng., new Dellortos, 4-sp. semi-close, alloy nose, cycle + clamshell fenders, new Panasports, Yokohamas, never thrashed. \$27,500. Jim, jwd4cdl@earthlink.net, (284) 723-9592 e (MI).

1995 ESPRIT S4s, black/black, upgraded turbo (Turbonetics external wastegate, adj. fuel press. reg., larger primary (390cc) & secondary (330cc) fuel injectors), braided steel brk. & fuel lines, upgraded computer chip, blow-off vlv., 2004 Esprit OZ Nova wheels, Toyo Proxes T1-S tires (80% new), cross-drilled & slotted rotors for Brembo brks., camshafter upgraded to Euro spec., carbon-fiber door & dash panels, 5-pt. race harnesses on both seats, exhaust updated to 2004 center exit, adj. R. wing, 38K mi., recently dynoed @ 400 hp, v. fast, great shape, all fluids & svc. done last 900 mi., pix avail. \$40,000. Marc, (513) 383-1500 c, 894-4576 h (OH).

1991 M100 ELAN, white/black, 200K mi., runs but needs some work, have parts, upgrades & extras, e-mail pix & info avail. \$7,000. Yves Conzé, (813) 221-5451 (FL), yc91m100@hotmail.com.

1971 PLUS 2S, red/black, eng. recently redone, orig. knock-off wheels, new tires, all working except clock. \$7,500. Walt, (262) 786-2321 h (WI), wegager@pol.net.

PARTS FOR SALE

FOR ESPRIT S1. Veglia instrument gauge cluster, except speedo, \$140; complete 907 eng., damaged crank, \$1,200 or part out; adj. cam pulleys, \$50. Bruce Reid, (509) 545-4744 (WA), reidclan@urx.com.

FOR ELAN. Orig. Lucas gen., \$50; orig. Lucas voltage reg., \$25; fan belt, \$5; vinyl shift boot, \$5. Frank Howard, (612) 823-3403 (MN), type45@aol.com.

FOR EUROPA TC. Orig. starter solenoid, \$20; new output shaft oil seal, \$20. Frank Howard, (612) 823-3403 (MN), type45@aol.com.

FOR ELAN/EUROPA. Orig. rad. fan motor, \$30; orig. "Clear Hooters" horn, \$10; orig. evaporative control device, \$15; orig. cast iron exhaust manifold, \$20; orig. flexible steering coupling, \$20; pr. of orig. brake servos, \$50 ea.; pr. of rectangular Cibic clear fog lamps w/ covers, fuse & relay, \$30; pr. of used fuel pump insulators, \$1.50 ea.; 3 used & 3 new crossover pipe gaskets, \$4; pr. of new 1.5" O-rings for Stromberg mount, \$2; new R. cover gasket for 6-bolt lip-seal eng., \$1.50. Frank Howard, (612) 823-3403 (MN), type45@aol.com.

PARTS FOR TRADE

FOR ELAN. 1973 roadster body, to trade for S1 or S2 roadster body or any coupe body (prefer non-vented roof). Charley, (513) 594-1121 (OH), cterhune@cinci.rr.com.

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