

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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July 2004

Volume 32, No. 5

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

By David Schmid



Lotus Ltd and LOG 24 Committees wish to thank all those who have become a sponsor and advertiser in becoming part of North America's largest Lotus event.

LOG 24 is only a few months away and we are already getting a great response to registration and the special events. Keep in mind that there are limited spaces available for the Lotus LOG 24 Autocross and Lotus LOG 24 Track Day, so early registrants will have first choice. This is due to the space available and keeping safety as a top priority.

The LOG 24 registration form is again included in this month's ReMarque newsletter and is also available on our website at www.lotuscarclub.org. Additional information and forms are also there for your review.

Please don't delay in making your hotel reservations at the Wynfrey. We have a block of rooms for our LOG 24 attendees; they will be offered to you for a reduced cost of only \$99 per night, plus taxes. If not reserved by August 10th, 2004, the regular cost will be \$199. To reserve a room(s), contact the Wynfrey Hotel at 205-987-1600, or 800-996-3739 (800-WYNFREY). Refer to "Lotus LOG 24" when making your reservation.

For first-time attendees at LOG 24, as well as past LOGers, we have a LOG Survival Guide on the Lotus Ltd web page at www.lotuscarclub.org. This is a great way to prepare for LOG 24 before you make the trip to Birmingham, AL.

Following are local sites in Alabama - North Alabama Attractions

(Driving directions and more detailed information on each site is available at www.lotuscarclub.org)

LOG 24 Update (Continued on page 5)

A Passionate Garage

By: Mark V. Pfeffer

LOG 22 seems like a long time ago. It was my first LOG and I was unsure what to expect. A group of us virgins were escorted by LOG veteran Steve Brightman as we bet on safety in numbers, just in case. What a great experience.

At LOG's Saturday evening banquet, I had dinner with a fellow LOG virgin, who had purchased his yellow 1999 Esprit only a week before. Here we are, two goof balls knowing almost no one, chatting away like long time friends. Dannie French is my kind of guy. Over the past two years Dannie and I have managed to stay in touch. We had a chance to shoot the bull at last year's Putnam Park track day, making even more friends along the way. Every time we've talked, I kept hearing stories about his garage. When he brought photos on a recent trip to St. Louis I was doomed to visit.



photograph courtesy of Dannie French

Several weekends past brought about one of those oddball trips you can only seemingly take in a Lotus. You know the kind, up at 3:45AM out the door and on the road before Starbucks is open. Here I am cruising to Kentucky to help a guy I've met twice install 5-point harnesses in his Esprit. Think the Ferrari and Porsche guys do this stuff? After a short four-hour drive, and amazingly no wrong turns, I arrived at Dannie's house. Now most people are proud of their homes, but how many guys have a custom garage honoring all things Lotus and a custom trailer shaped and painted to match their Esprit? This could quite possibly be the best Lotus sanctuary this side of Dave and Sandy Nagler's New York Lotus Shack. Me thinks there are not too many of aforementioned similar nuts in Kentucky, let alone the United States. After all, they build

some supposed sports car not too far away in Bowling Green.

One of the beauties of spring is opening your home or garage allowing the fresh air in. Two bays, wide open, Colin's finest everywhere. To the left is the yellowest Esprit, second only to Gordonie's, you'll ever see, parked next to a perfect maroon red Europa. Rising two stories are the windows and vaulted ceiling gracefully allowing Mother Nature's light in to make both these gems glisten. The spiral staircase to the bar, entertainment area and poolroom along with the black and white checker flag floor only heightens the experience. The right bay holds both joy and sorrow for us Lotus aficionados. Dannie is resurrecting a white 1985 Esprit and is parting out an azure blue V8 the previous owner introduced to a guardrail. The contrast is awkward but very welcoming. There isn't room for his electric blue twin-cam Europa so it temporarily sits in storage nearby. Even the walls whisper

"Lotus" as they are finished in yellow and green knock down. I've got to build one of these.

Work on the harnesses progressed quickly. A quick lunch of ham sandwiches and diet Mountain Dew were ingested just as Lotus Ltd. member Bill Dunlop and his wife, from nearby Clarksville Tennessee, dropped by to introduce themselves. I really think they came to see the garage too. This was their first dose of Lotus life and I think it happily astonished them. Bill informed us that according to the Wynfrey hotel, he is the first person to make reservations for LOG 24 in Birmingham and he's doing his first ever track day with us at Putnam Park in June. He's one of us too!

It's always nice to finish a Lotus project,

Garage (Continued on page 8)

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INTERNET: World Wide Web — www.lotusltd.org

The username and password for the "Members Area" section of

Username: july
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the website (www.lotusltd.org) this month are:

Note that the username and password are case-sensitive.

Direct web-related **Lotus Ltd. Local Groups** at lotusclub.org.
Submit local group info to Bob Metz at lotusport@hotmail.com or (303) 369-6288

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Letters to the Editor

Dear Editor,

As noted in the April 2004 issue, there was indeed a few months gap in publishing LOTUS ReMARQUE in early 1984 due to my extended absence on an intensive work project. However, the real-time interval was not as long as stated. Part of the apparent "gap" was due to an adjustment in the cover date to get it back in synch with the calendar. Back then, we only occasionally adjusted issue dates to keep up with the calendar when issues came out slower than monthly -- e.g., Lotus founder Colin Chapman died in mid-December 1982, but the cover date of our issue in which his death was reported was October 1982! (While we did have that particular news published and in the hands of our readers within eight days of its occurrence, we certainly did not anticipate the story two months early!) Later, of course, the issue-dating policy was changed in favor of adjusting it whenever required to keep it in synch with the calendar -- a procedure which, thankfully, has seldom been necessary in recent years. Keep up the good work!

As for what was happening 25 years ago: The April 1979 LR included an article and specs on the new Lotus 80 "Wingless Wonder" F1 car -- which subsequently proved unsuccessful due to the engineers' inability to control its "porpoising" ride behavior. There was also a report on Lotus's new, wholly owned, California-based U.S. distributor, including extensive comments by its new boss, Stephen Ramsden. (That venture was short-lived -- by the end of the year, Rolls-Royce had taken over Lotus's U.S. distribution in a similarly ill-fated effort that concluded with Lotus abandoning the U.S. market entirely for nearly three years.)

The May 1979 issue included a lengthy report from the pits on Team Lotus' challenging weekend at the Long Beach GP (the thrust of which was that the Type 79, with which Mario Andretti and Lotus had won the world championship the previous year, was already being outclassed by Ferrari's latest design). There was also a short, exclusive interview with John DeLorean, who confirmed and elaborated on published reports that he had discussed with Colin Chapman the possibility of buying Group Lotus. (That was about three years before the details of the financial malfeasance surrounding the DeLorean-Lotus relationship began to surface -- and six months after the diversion of \$17+ million in R&D funds that was at the heart of the scandal.)

Thirty years ago, LOTUS ReMARQUE was still being mimeographed. The club, beginning its second year of existence, was about to stage its second annual May's Maze autocross in the D.C. area. Brian Gregorie filed a detailed report on his trip to the Lotus factory. And Bob Metz -- yes, the local group coordinator and a director at-large for the club in 2004 -- reported on the totaling of his second Europa in seven months.

— Mark Winston



A Lotus Type 76 at speed.

photograph by Andrew Barron

Lotus Ltd. Election Ballot of Officers and Directors

Voting will close on August 10th. The results will be officially published in the September issue of Remarque. The term of office for your new Officers And Directors will begin with the board meeting on the last Wednesday in August. 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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ACROSS THE POND

By Gordon Morris

Things change quickly round here at this time of the year. This time last month I was telling you about successive soakings on my travels and regaling you with hopefully helpful hints on how to stay almost dry in a drophead Seven or Elan. No sooner had my offering hit the ether on its way west, the weather changed dramatically and we've had weeks of unbroken sunshine ever since. Now we complain that our lawn is curling at the edges and there's even talk of drought and water rationing. *Plus ça change* as our French friends would say.

One of those weeks of unbroken sunshine saw us in Denmark for our visit to the second Danish International Lotus Seven Meeting. Last year, three of us went to Denmark in our Sevens at the invitation of the Danish organisers. We had such a marvellous time that we persuaded a further four Seven owners to join us this year. So we drove gently across South and Eastern England to meet up in North London and struggle through traffic jams and road works to a blissful pub in Essex that specialises in fish (it was a Friday). After a fine lunch, it was back into the traffic and eastwards towards Harwich where we drove aboard the overnight ferry to Esbjerg on the west coast of Denmark.

Next morning, we were met on the quay, in bright sunlight, by a Danish friend from last year in his Ginetta G4 (nearly a Lotus) who guided us through the empty B roads away from the motorway for fifty miles to end up at a quiet roadside restaurant where he took his leave. We then drove a further fifty miles across the island of Funen to the amazing ten mile bridge from Funen to Zealand. This is one of the modern wonders of the world and the views are amazing. Fifty miles more and some tricky navigation on country roads saw us safely at our destination and the venue for the weekend's celebration – Sonnerupgaard Gods – a Danish farm that had been cleverly converted into a hotel and conference centre.

Woken early by bright sun, I got up and went to the car park to check oil etc. I was a bit taken aback to find my generator (dynamo) lying against the horn at the bottom of the Seven's engine bay. I think that, as a result of the three hundred mile trip across Europe, the vibrations of the Ford engine had broken the generator top mounting (it was little more than a piece of thin metal), which then allowed the unrestrained and heavy generator to flop around and break the more substantial bottom bracket. That was the bad news. The good news was that, by a stroke of great fortune, I had a spare pair of mounting brackets in my tool bag. Putting the generator back where it belonged was fiddly rather than difficult and I lacked nothing in terms of helpful advice or people to hold spanners and pass things to me lying on my back under the car. All was in place before breakfast and we could then get on with the serious business of the weekend.

Thirty Sevens, from Fifties Series One to Seventies Series Four, turned up at a nearby motor museum where we met up with friends from last year, kicked tyres and shared stories about our cars for a few hours before returning to Sonnerupgaard for a late sandwich & soda lunch, a few driving competitions, more tyre kicking and stories before a fine Danish banquet in a Barn. The common

language was, thankfully, English (Danish is very difficult and every Dane, Swede and Norwegian speaks perfect English) so we ate, drank and laughed well past midnight. The Lotus family was in full flow.

Monday was a blur: we drove to a local track test centre which, conveniently, had a track like a race circuit. We drove our cars (and each other's) round that track in what was supposed to be a competition. We Brits, five hundred miles from home, took it easy and didn't feature in the results. Then we visited the Viking Ship Museum before going on an afternoon tour of Copenhagen, led by our hosts. The sights seen, Danish Lotus Club President Leo Jenbo led the seven of us in convoy to his lovely house in a northern suburb, where we parked our Sevens under the trees and beside the rhododendron bushes of his orchard.

Leo and his wife Kirstine then arranged for us to see all the things that tourists should – Copenhagen at night, Hamlet's castle in Helsingør, a superb private car collection including a real Jaguar C and D Type, Hispano Suiza, Maseratis and Lancias as well as a lovely Elite and a racing Elan 26R. We even went over another memorable bridge to Malmö in Sweden for one of our number to buy a Seven Twin Cam SS – the only Seven officially built by Lotus with the twin cam engine. Only twelve such cars were made and there were two there that day.

The sun continued to shine on us on the way home, stopping off forty miles short of the port for lunch – and a photo session with curious local journalists – before setting sail for the UK. I covered over 1,000 miles in a busy sunlit week of sheer joy and we're making plans already to do it again next year.

I often talk about what I call the Lotus Family – that group of people, scattered throughout the world, who enjoy and cherish those quirky little cars with that green and yellow badge and such a fine heritage. Last week showed that the Scandinavian branch of the Family is in fine order – the same friendship, hospitality and bonhomie are always to be found where Lotuses are parked and where Lotus owners meet.

Jan and I are looking forward to joining another branch of the Family in September and to kicking tyres (well, me anyway), exchanging experiences and stories and having the good time we always have when we head west across the pond.

Would You Like To Share Your Lotus Experience?

By Mark V. Pfeffer

With the 2004 driving season upon us, it's time for our attention to turn to all things Lotus! I hope you too are enjoying your Lotus.

Lotus Ltd. wants you to enjoy your Lotus even more by helping you to establish a local affiliate club in your area. We are seeking volunteers to organize local/regional affiliate Lotus clubs, making your Lotus ownership more eventful. Any takers?

You may ask, "How do I go about this?" Your national club, Lotus Ltd., will supply you with a contact list for members in your area including names, addresses, phone numbers and e-mail. Lotus Ltd. will provide a plan to establish and build your local club including a survey determining what your club would like to do. As a Lotus Ltd. Affiliate, you can even take advantage of the club liability insurance for track days, autocrosses and general driving events.

Chances are you probably know a number of other Lotus owners in your area. We are a small family after all. Lotus Ltd. will help you establish a line of communication to other potential local members with all the necessary support. Is this hard? Not really, but it does take some dedication to organize meetings, keep members abreast of events and recruit new members. The Internet makes this a fairly simple process. Let's face it, owning a Lotus is a great pleasure but it's usually more fun to share your Lotus experience with other like minded (I didn't say nuts!) people.

We established the St. Louis Area Lotus Lovers (STALLS) two years ago with five (count us five) members. Today our group is forty-four strong and growing. We even have members who don't own a Lotus hanging out with us because, well because we are a fun crowd. Who could ask for more?

Does the idea of meeting other Lotus owners sound interesting to you? If so contact Lotus Ltd. local groups representative Mark Pfeffer at (314) 889-0572 or Feffman@Yahoo.com to discuss how we can assist you starting a local Lotus club.

LOTUS LTD. Track and Driving School Discount Program

Organization	Location	Disc.	Phone Number	Website
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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.

Old Philosophy - New Technology

An Interview with Steve Laurendine of Champion Motor Cars

By Don Butler

Champion Motor Cars (CMC) is the US manufacturer of kit cars, owned by Steve Laurendine. Inspired by the Lotus Seven, the kit was initially designed by Ron Champion and featured in Champion's book "Build a Lotus Seven for £250". I recently had the pleasure to speak with Steve about his company.

To go directly to the point, I asked Steve why a Lotus owner should buy a kit from his company. The answer came in two parts. First, the CMC Seven kit they manufacture is firmly based on Colin Chapman's principles of performance -- light weight and engineering excellence. Second, original Lotus cars are few in number and no longer made (except the Elise), so daily driving to work, track day driving, or racing risks a historic car that is expensive to repair. From my own experience, I have to admit that when I drive my Elan, I often slow down for a corner more than I feel is necessary simply because I think of how expensive the paint and body work is to repair!

CMC started as a hobby. Steve and a couple of friends built a Locost Seven from Ron Champion's book. During the building, some of the parts proved hard to find here in the US. Steve called Ron Champion and Ron shipped the needed parts. While Steve was helping to build another Seven, Ron offered to help Steve establish a company and help

redesign the car so that parts available in the US could be used. Ron supplied the molds for the fiberglass parts and assisted with the company startup. Quite a generous offer since Ron has no monetary interest in the company!

Now CMC has invested in hi-tech computer controlled machine tools to cut the tubes and panels and a custom jig for building the chassis. A computer drafting program allows for customer specified alterations to the basic design. The dimensions of the cockpit can be tailored to the dimensions of the customer. Most any manufacturer's L4, V6, or rotary engine and transmission can be accommodated. A variety of suspension mounting tabs are available as well as three different specification roll bars/cages. Steve wants the CMC Seven to be assembled by an enthusiast without the need for welding.

Although the CMC is basically for fun driving on the highway, Steve has racing consultants that have refined the design for Autocross and road racing. There are several SCCA and NASA (National Auto Sport Association) classes in which the CMC Seven is eligible to compete and has been very successful. A few of the CMC/customer projects include an SCCA D-Mod (2002 National Champion) with the engine where the passenger normally sits (!) and a Subaru all-wheel-drive version that is also for Autocross.

The latest kit is the CMC Miata Seven. The CMC kit, a Miata donor car, paint for the fiberglass and about 100 hours labor will produce a complete car for about \$10,000. Add the usual fluids and drive away! The kit includes a step-by-step instruction manual

that includes how to disassemble the Miata and a detailed list of which parts to keep for building the Seven. Video instructions are on the CMC website. The kit uses many Miata parts and the performance of the Miata engine is considerably enhanced by reducing its burden to less than 1250 pounds. The donor theme is also used for other donor cars and is a very good idea. When you go to the auto parts store, you

only need to remember one car's make/model information to find the needed part and one shop manual covers everything.

When purchasing the donor Miata, there are two options. Buy a wrecked one or buy a running but older version. With a running car you better know the condition of the parts and the body panels can be sold to Miata racers to recover the purchase cost of the car.

There seems to be some enthusiasm in the Miata community about the Miata Seven kit. The first two kits shipped were to O. K. Miata, a company specializing in competition and racing components for the Miata, and Keith Tanner, the moderator of Miata.net and affiliated with Flyin' Miata, another performance parts supplier for the Miata.

Another variation that is becoming popular is the motorcycle engine/transmission powered Seven. Wrecked high horsepower bikes are available and have engines that produce up to 180 Hp. The CMC Seven with a motorcycle engine can weigh as little as 900 pounds, with 0 to 60 mph speeds nearly as fast as the donor bike! For example, the 900 cc Honda Fireblade produces about 135 Hp (depending on the year of manufacture), will accelerate from 0 to 60 mph in just over 3.5 seconds. You can expect faster times from a 1300cc 180hp Suzuki Hayabusa!

A project in the works is a Lotus Eleven styled body for the CMC Seven chassis. With a few changes for mounting, a streamlined body can be used with the track proven chassis, thereby overcoming the Sevens aerodynamically limited top speed. The prototype body features the "LeMans" faring for the driver and is right-hand drive. The front body tilts just like the original and the body proportions and curves should be correct since they have an original Lotus Eleven for reference.

Also in the design stage is a Lotus 23 styled body. It will be interesting to see how the chassis is designed for the mid-engine car. Judging from their previous efforts it could be a significantly updated version of the Lotus design.

CMC is located in Madison, Alabama, which is near Huntsville and north of Birmingham where LOG 24 will be held in September. They will be glad to answer your questions about the various kits and can be contacted by phone (256-426-5786) or on the web at championmotorcars.com.

PLENTY STUFF

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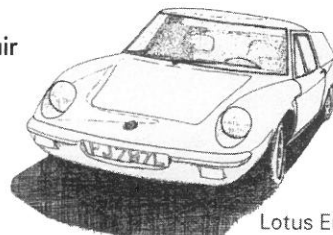


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US Space and Rocket Center

Experience America's space program at the US Space and Rocket Center. The center consists of a space museum and rocket park, space-oriented amusement park rides, the Space Dome IMAX theater, and US Space Camp. The center features many hands-on simulators and activities. **Web Site:** www.spacecamp.com **Phone:** 256.837.3400

Huntsville Depot, Alabama Constitution Village and Early Works Children's Museum

Built in 1860, Huntsville Depot is one of the nation's oldest railroad structures. Visitors can climb aboard locomotives and see Alabama's largest public model railroad. At Alabama Constitution Village and Early Works Children's Museum, visit the site where delegates gathered to forge the way for Alabama statehood in 1819. Villagers in period clothing practice their crafts using 19th century tools. **Web Site:** www.earlyworks.com **Phone:** 256.564.8100

North Alabama Railroad Museum

The North Alabama Railroad Museum features over 27 pieces of rolling stock and three historic locomotives. **Web Site:** www.suncompsvc.com/narm/ **Phone:** 256.851.6276

Point Mallard Park

Point Mallard Park is a 500-acre family park. The park facilities include an aquatic center, camping, hiking and biking trails, tennis courts, batting cages, an 18-hole golf course, and an ice skating center. Consult the web site for schedule of activities. **Web Site:** www.pointmallardpark.com/ **Phone:** 256.341.4900

Clarkson Covered Bridge

The longest surviving covered bridge in Alabama with a span of 270 feet, named to the National Register of Historic Places in 1974. A county park was built around the bridge including hiking trails, a picnic area, a dam, and a working gristmill. **Web Site:** www.cullmancountyparks.com/pages/clarkson.shtml **Phone:** 256.734.3369

North Alabama Golf

Hampton Cove in Huntsville, part of the Robert Trent Jones Golf Trail, features 36 championship holes and an 18-hole short course. Point Mallard Park in Decatur has an 18-hole golf course. Terri Pines Country Club in Cullman has an 18-hole course with bent grass greens in a beautiful wooded setting.

Web Sites:

Hampton Cove: www.rtgolf.com

Point Mallard: www.pointmallardpark.com/

Terri Pines: www.terripines.com/

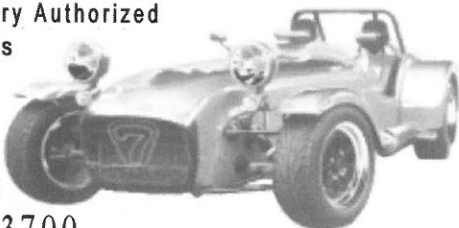
Golfable.com: www.golfable.com (Listing of golf courses by county - Blount, Cullman, Limestone, Madison, and Morgan.)

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Classic Team Lotus Ltd. to present 50 Years of Team Lotus Celebration

By Clive Chapman

I hear through Richard Parramint that you would like a few words from me on the up-coming 50 Years of Team Lotus Celebration. Having met a great number of Lotus Ltd. members who have visited us through 'Lotours' that Richard organises for your membership, I always feel that there is a special relationship with our American Lotus friends, and am amazed at the knowledge you all have of both race and road products. I also look forward to reading ReMarque whenever I get a chance.

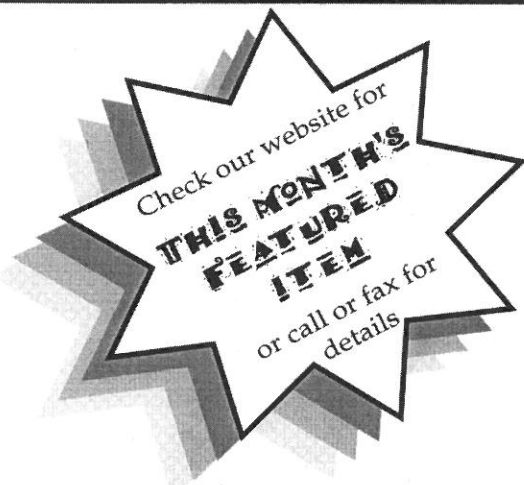
To celebrate Team Lotus' first racing entry, we will be holding a Family Day at Hethel on Sunday 18th July, with 20 Lotus Formula One cars demonstrating individually at speed on the Hethel test track. Static exhibitions of more racing cars will be arranged in the Lotus Cars factory. Video, photo and memorabilia displays will complete the exciting presentation of 50 years glorious years of racing history. Everyone who has worked at Team Lotus is invited. No doubt they will be pleased to share their wonderful recollections with enthusiasts of the marque. Hopefully one or two of the Works drivers will be doing the honours behind the wheel. As you can imagine this is a major undertaking, especially for Classic Team Lotus; it is a date that I cannot let go by without a celebration of what has been achieved.

I hope that some of your members can make it across for the celebration, I'm sure Richard can 'put something together' to make this an event that they will remember for a long time. If you need further information please contact Richard who will be more than pleased to help.

Very many thanks for your enquiry.

Clive Chapman

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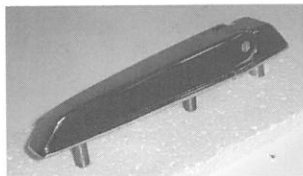
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Magazine Watch

By Foster Cooperstein

(UK)

The June issue of *Classic & Sports Car* contains a 2 page article about an Elan lover who uses his Elan FHC as a daily driver and who wrote a book about restoring and maintaining Elans (600 pages/800 photographs). He covers 20,000 miles/year! He states "... even though I am a mechanical engineer, I don't believe you have to be a mechanic to keep an Elan in really good shape - you just need to respect Lotus' original engineering and not mess around with it."

The 100 greatest drivers of all time is the theme of the June issue of *F1 Racing*. Jim Clark and Ayrton Senna are among the drivers pictured on the cover. Lotus drivers are well represented from Senna (1), Clark (4), Moss (8), Mansell (14), Fittipaldi (15), Rindt (16), Andretti (17), Hill (18), de Angelis (51), Nilsson (68) and Dave Walker (93).

Interested in buying a Seven? See the buyer's guide in the May issue of *Practical Classics*. Both history and purchasing tips are included in this 5 page article. If you are looking for an "alternative" Seven, there is a page describing 10 of them.

Dave Walker came to Team Lotus with lots of promise but things did not work out. See the June issue of *Motor Sport* for Walker's version of his days with Lotus (3 pages).

The May issue of *CAR* lists the 100 Coolest Cars. The Lotus Carlton pops up at 85. The Elan places 75th (there is a 1/2 page picture of Mrs. Peel and her Elan). The 58th pick is the Cortina MkI. Next Lotus up is the Esprit at 55. The Mercedes 300SL Gullwing was the top pick. Somehow the Seven did not make the list - an absolute injustice!

There is an Exige (among others) pictured on the cover of the June issue of *CAR*. Inside is a 5 page article about the S2 version. The author concludes his piece by saying: "... it will provide one of the most invigorating driving experiences this side of a single-seater..."

The Elise is one of 10 cars picked as a future classic in the June issue of *Practical Classics*. Also in this magazine is a page about living with a 1979 Eclat. There is a "top 100 cars" in this issue as well. This selection is based on *Practical Classic's* readers' poll. Lotus is represented by the Cortina MkI at 81, the Esprit at 74, The Seven at 62 and the Elan at 38. The top pick was the Morris Minor!

(US)

See the June issue of *Vintage Racecar Journal* for a 4 page interview with Ian Walker. He recounts his relationship with Colin Chapman as good and recounts that he sold the Chapmans a house of his.

The LCU PR staff continues to get press for the Elise. See the July issue of *Money* for a 2/3rd page picture and 1/2 page article. The reviewer concludes that only hard core enthusiasts will want to own it and asks whether it is a bargain at \$40,000 or overpriced. Only time will tell.

The July issue of *Car & Driver* sports a bright yellow Elise on its cover with the headline - Lotus Blossoms Again! Inside is a 5 car comparison test spread over 10 pages - a test of "Extreme" Sports Cars. The 1st place Elise was 4 points (out of the Elise's 192) higher than the Honda S2000. The Caterham Superlight R was the 4th place car, 35 points behind the Elise. The author said the Elise was a weekend car - for track days and twisty roads. He also said: "It's a pure sports car for sports-car purists."

LOTUS, LTD.'S 24th ANNUAL LOTUS OWNERS' GATHERING
Birmingham, AL on September 10th – 13th, 2004
LOG 24 REGISTRATION FORM

*Note: In completing the following, please neatly **print** name(s) or nickname(s) to be used on individual name tag(s), and also clearly indicate which item selection applies to which person.*

Name: _____ Number in Party: _____

Mailing Address: _____ Home Phone: _____

City/State/Zip: _____ Country _____ Work Phone: _____

Is this the **first LOG** you have attended? Yes _____ If no, # of LOGs attended _____ Email: _____

Lotus car(s) you plan to **enter in the Concours** (year/model/series & color): _____

Other Lotus owned: _____

(Not bringing your Lotus? No problem! Write an original & outrageous essay on why not (300 words max.) and send it in to P.O. Box L or submit it at registration to compete for the Liar's Contest award)

REGISTRATION FEES (per person):

Current Lotus, Ltd. member @ \$35 \$ _____

Current Lotus, Ltd. member's spouse, significant other or children aged 13-17 @ \$25 \$ _____

All others 13 years and older @ \$65 (children free under 13 years old) \$ _____

ADDED LATE REGISTRATION FEE (If postmarked after August 10, 2004):

\$10 total for current Lotus, Ltd. member/member's spouse/member's children 13-17 \$ _____

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Not a current member? Save on your registration by joining Lotus Ltd. today!

Simply check the space below and include your first year's dues (\$35 in the US and \$40 elsewhere) with your total.

Yes, I want to join Lotus Ltd _____ \$ _____

Parking at The Wynfrey: Friday and Saturday Free for 1 car per registrant.

No. of cars for each night: Friday (1 free) _____ Saturday (1 free) _____ Sunday _____ Monday _____

Additional nights (or cars) are \$6 per night. Total for other nights and extra cars _____ x \$6ea. \$ _____

Dietary Restrictions, if any _____

Friday Night Reception (food provided by LCU): Number Participating _____

Saturday Concours - Barber Motorsport Museum (Entrance Fee of \$10 each, Paid by Lotus, Ltd.) **FREE**

Saturday Concours Lunch : (Chicken Marengo, lemon & rice pilaf, cheddar cheese soup, salad, desert, drink)

No. of adults & children 13-17 @ \$26ea. _____ No. of children under 13 @ \$15ea. _____ \$ _____

Names _____

Saturday Night Banquet Selections (Includes 26% tax and gratuity)

Chicken @ \$35 Number _____ Names _____ \$ _____

Pasta (Vegetarian) @ \$35 Number _____ Names _____ \$ _____

Amber Jack-Seafood @ \$38 Number _____ Names _____ \$ _____

Sirloin of Beef @ \$42 Number _____ Names _____ \$ _____

Children under 13 (chicken fingers) @ \$15 Number _____ Names _____ \$ _____

Sunday Evening Dinner Southern Buffet (Includes 26% tax and gratuity)

Adults/Children 13-17 @ \$35 Number _____ Names _____ \$ _____

Children under 13 @ \$15 Number _____ Names _____ \$ _____

Sunday Autocross: \$20 each entrant

Number _____ Names _____ \$ _____

Sunday Road Rally (No cost):

Number _____ Names _____ \$ _____

Monday Track Day at Barber Motorsports: \$265 for each Lotus, Ltd. Member, \$350 for each non-member.

Number _____ Names _____ \$ _____

Monday Track Lunch: Concession stand at track

Official LOG 24 Regalia *Indicate number of each size:*

T-Shirts @ \$15 S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

Embroidered Polo Shirts @ \$25 (2XL, 3XL @ \$28) S _____ M _____ L _____ XL _____ 2XL _____ 3XL _____ \$ _____

Fleece Pullovers @ \$29 (2XL @ \$31) S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

Embroidered Denim Shirts @ \$26 Men's (2XL @ \$29) S _____ M _____ L _____ XL _____ 2XL _____ \$ _____

@ \$29 Ladies' S _____ M _____ L _____ XL _____ \$ _____

(Orders placed after the early registration deadline or by non-attendees will be delivered after the event and are subject to shipping & handling fees of \$5 for the first item plus \$2 each additional item) S&H fees \$ _____

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GARAGE (Cont. from page 1)

but this one was completed with some reservation of leaving. My family and I recently moved to bigger digs. One driving factor of our purchase was room enough to build my garage. Priorities of a new kitchen, remodeled bathrooms and various other "money pit" projects have prevented breaking ground on Mark's Garage. Interest had waned until I saw Dannie's garage, now it's double time on these other minor projects as a means to an end.

If you are ever near Hanson, Kentucky, drop Dannie a line to visit him and his garage. He loves to talk Lotus. I spoke with him last week to find out both the Europas are sadly parting his care to be replaced by a new Elise. Let's hope they go to another good home. After further deliberation he has decided to trade his 1999 Esprit on a similar yellow 2004 Esprit claiming he wants the last model Esprit to keep his 1985 company. Nutty? No, just passionate!

Pit Stops

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

July (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

July 11 (Sun.) LOONY (Lotus Owners Of New York), Breakfast Meeting at the Geneseo Family Diner, Geneseo, NY Arrive at 9-9:15am. (On the "Main" street of Geneseo, Right across from where the Bronze Bear was located) Email Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644.

July 18 (Sun.) Lotus Enthusiasts Organization (LEO), July Drive in Connecticut. Meet at Lotus of Greenwich (AKA HuntingRidge Motors) 249 Railroad Ave, Greenwich (a mile from CT Exit 3 off Interstate 95). RSVP: markstarr@huntingridgemotors.com (914) 939-7200. <http://www.lotusenthusiasts.org> for up-to-date information.

July 18 (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30am. Breakfast at Park Place Deli, 657 Park Ave., Rochester, NY 14609. For more info and directions: tvacc@lotusowners.com, 716-689-8644.

July 20 (Tues) Texas Lotus Club--Dallas. Regular 3rd-Tuesday-of-the-month pub night at The Londoner, Beltway at Midway. Addison, TX, 7pm. Info: MarthaClinkscale@mnclinkscale.com

July 24 (Sat.) CALL (Cleveland Area Lotus Limited) Annual Barbeque at Everett & Leona Stephens'. Burgers, Chicken and all the fixin's with Frisbee Golf. Who will take home the trophy this year? Details to be mailed in club flier.

July 25 (Sun.) LOONY (Lotus Owners Of New York), Arrive at 9-9:15am. 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.

CARS FOR SALE

1980 ESPRIT S2, yellow/tan, 25K mi., looks & runs great, many upgrades. Dan, (610) 280-9103 (PA).

1991 M100 ELAN, red, 12K mi., garage-kept, new tires, orig. owner, extras. \$19,500. Bill Luken, (513) 321-7685 e (OH), WHL3@prodigy.net.

1963 LOTUS 7, NJ reg., xlnt. Joseph, (732) 563-6782 (NJ), jgorsky@vswl.com.

1977 ESPRIT S1, white, orig. plaid tartan int., 90K mi., #77030201H, 3rd owner, good eng./trans., other systems need work, almost all orig., installed alarm sys., all service recs. since '77, car cover, shop manual. \$6,900. Lee, lindnerb@cofc.edu, (843) 763-2468 (SC).

1972 PLUS 2, stored last 15 yrs., runs, xlnt. int., needs paint. \$4,000. Tom, (718) 459-6550 (NY).

1964 LOTUS SUPER 7 S2, 150 street hrs. on 126-hp PHP pro-built dyno motor, Panasports + stock wheels & hubcaps, Pat Prince re-skin, R. axle & frame mods, full weather gear, multiple show winner incl. LOG 22. \$30,000. Steve Stittle, (847) 381-3511 (IL), seven64sls@aol.com.

1991 M100 ELANS, set of 3 - (1) Primary car is Calypso Red, Charcoal int., 9K mi., wrecked in rear in '97, stored since, disassembled for chassis removal, Fla. clear title; (2) Norfolk Mustard, celebrity car used in movie "Honey, I Blew Up the Kids."; (3) Calypso Red, Calif. parts car, CA salvage title. \$8,500/all. All in So. Fla. & movable, e-mail for pix & parts listing. Mike Kennedy, (561) 798-6211 before 9 (FL), mklfj20@aol.com.

1990 CATERHAM SUPER 7, De Dion rear susp., 15K mi., Raceline Zetec 169-hp eng. w/ 40DCOE Weber cars (2K mi. on rebuild), hydraulic clutch, alum. bell housing, 5-sp. Sierra gearbox, clamshell wings, green body & wings, yellow nose cone, stainless steel sill protectors, Hella headlamps, yellow powder-coated Prisoner wheels w/ Yokohama A032R tires, 4 Keizer alum. 8" x 13" wheels, black cloth adj. bucket seats, 6-pt. driver's harness, Momo steering wheel, adj. perches & shocks, R. Spax, F. AVO, stiffer springs, H.D. alloy rad. w/ silicone hoses, braided stainless steel brk. lines, R. anti-sway bar, LSD, factory-std. roll bar & tall FIA roll bar, 2 tonneau covers (one for each bar), st.d windshield w/ side wind deflectors, top & side curtains, Cordura nylon gravel skirts, Brooklands windscreens, foot box heat insulation, heater, 4-into-1 headers w/ 3 exhaust sys.: side exit-type, rear-type w/ carbon-fiber muffler & cat. converter-type; air horns, Union Jack emblems on bonnet sides, 10K rpm tach w/ shift light, map pocket, custom floor mats, luggage rack, 2 sets of De Dion ears (1 for radials, 1 for bias-ply), home-built but usable flatbed trailer. \$24,500. John, (775) 829-8589 (NV), leftys7@sbcglobal.net.

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