

LOTUS REMARQUE

The Official Publication of Lotus Ltd. - North America's Largest Lotus Club



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SPECIAL LOG ISSUE - NOVEMBER 2004

Volume 32, No. 9

Sweet Home Alabama: LOG 24: Lotus Ltd Travels to the Deep South

By Andrew R. Barron

Having visited 13 States and 1 Province over the last 23 years it was time for Lotus Ltd to a new venue, Alabama. In doing so, LOG 24 was the furthest south of any location so far. As hosts Lotus Limited South East (LLSE) had chosen a nice location on the outskirts of Alabama: the Wynfrey Hotel. Co-chaired by Dave Schmid and Brian Skeoch the event attracted a larger than usual number of members from the South and Midwest.

Despite the location of the Wynfrey Hotel and Resort adjacent to a shopping mall, the location was convenient for all events and provided ample parking for the myriad of cars that attended.

It is common for each LOG to have a theme, and LOG 24 was no exception. With the expectation of Elise deliveries months before LOG, the organizers decided what better way to welcome the first new Lotus in the US for thirteen years but to make it the featured model. Unfortunately, as the poet Robby Burns is often quoted, "the best laid plans of mice and men," meant that there was few Elises attending that were owned by members. This was a combination of delays in manufacturing in the UK, and the fact that several dealers had placed fictitious orders to enable them to offer, "unassigned cars" well over sticker, leaving those with genuine deposits waiting longer than necessary for their cars. (A future ReMarque feature article will provide more details of these shenanigans - Ed.) Despite this set back, LOG 24 followed previous trends in featuring a growing number of newer cars and owners driving long distances. Also a welcome feature was a large number of first (but not last) time LOGers.

As people arrived one of the hotel managers seemed to choose cars that he liked and ask them to form a mini concours outside the hotel entrance. Two notable entries for this display were Ross Robbins's pint sized Lotus Seven and John Pels's Europa chassis featuring a Toyota twin cam conversion.

THE WYNFREY HOTEL



photograph by Roy Collins

Early arrivals were able to wash their cars at their leisure. Others went straight to registration upon arrival. Since the Wynfrey is a large hotel conference facility there was another, much more boring conference taking place at the same time as LOG. As several LOGers found out, their registration desk was located next to the escalator such that several (including the author) walked up to the wrong desk! However, viewing a long queue of people emblazoned with green and yellow indicated the correct location.

As always with LOG, attendees received the LOG book and sundry freebies from the various LOG sponsors (see Sponsor's adverts in this issue). As has become tradition, the LOG book was a mixture of information, feature articles and adverts. However, some attendees were taken aback by the advert from sponsor AXA Advisors, LLC. Showing Lotus Ltd member Mark Pfeffer with his Esprit, it is not clear whether Mark thinks of himself as James Bond or Joey Soprano! But either way it was nice to see AXA joining the usual LOG sponsors. AXA is no stranger to exotic car sponsorship since they sponsor a highly competitive Porsche GT car in the Speed GT series.

Former ReMarque Editor Dave Nagler received the biggest surprise of LOG. His wife Sandy had said she was not going to go due to work commitments. Although the two had come to LOG together for several years, Dave had decided he couldn't miss out



photograph by David Nagler

and left by road on his own. However, as he walked into registration he was shocked to find Sandy waiting for him - having flown down to surprise him.

After registration and casting voting for model and photograph competitions, many LOGers took advantage of honored guest Dan Gurney's autograph session. Dan (a true gentleman) spent considerable time signing autographs on pictures books and anything else people found at hand.

Alabama LOG 24 (Continued on page 9)

ACROSS THE POND

Gordon Morris

It seems so much more than a month ago that I sat down to write last month's column - because so much has happened in the past four weeks or so. The two days I spent in Lord March's blissful time machine are the subject of a separate article so, other than to say that every Lotus person with petrol or even gasoline in his/her veins must go to the Goodwood Revival Race Meeting at least once in their lifetime.

The same might be said for the LOG. Each LOG is different and each leaves lasting memories. For me, I remember the amazing Barber Motor Sports Park and the stunning Museum. The latter was so good that we went back for a second look on the Monday. I also remember one of my heroes, Dan Gurney, and his unashamed reverence for number one hero the great wee man. Thank you, Dave and your team, for such a memorable LOG in such a fine setting. Thank you too to those out there who confessed to reading my monthly ramblings about what we get up to with our cars. I hear that the Riverside Mall has now recovered from Jan's retail assault and have been able to restock their shelves.

Two quite different events are worthy of

mention this month. Club Lotus has a number of local groups that put on a variety of social events, visits to museums, treasure hunts and so on throughout the year. One such was a talk in a local hotel by Leo Whybrott, a New Zealander who was a mechanic at Team Lotus from 1964 to 1969 and who went on the great things at McLaren. In his informal talk, Leo described what it was like to be a mechanic with Team Lotus at Cheshunt and Hethel at a time when Lotus ruled the roost as Ferrari do now. Team Lotus had only five mechanics to run two cars in all the Grands Prix, the many non championship races - Race of Champions, Oulton Park Gold Cup and the Goodwood Glover Trophy, as well as races at Pau, Enna and Solitude - to say nothing of the Tasman Series in Australia and New Zealand in the European winter.

The mechanics had to build the cars before the season started, drive the transporter to the track, prepare and maintain them at each race, then drive home and start the process all over again. Leo's tale was one of grindingly hard work, tremendous team spirit and satisfaction at a job usually well done, with ACBC injecting a bit of novelty now and again by selling cars and introducing extra drivers at the drop of a hat - to say nothing

Across the Pond (Continued on page 6)

LOTUS REMARQUE

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New Awards for ReMarque Presented At LOG 24

By Roy Collins

At LOG every year there are a number of awards given in recognition of many things. Of these, the first one every one wants to win is the Concours award in their respective car class. Then, of course, there are the ones that we all hope we will not win, such as the Hard Luck Story for our journey to LOG and the Liar's Essay on why our Lotus car is not with us at LOG. This year at LOG 24 three new awards have been added to the list to be awarded annually at LOG.

As an added incentive for you to write stories for your newsletter ReMarque, your Lotus Ltd. Board of Directors decided to begin a new tradition by presenting three awards yearly at LOG to ReMarque Contributors. This year's awards were chosen by the past year's ReMarque production staff of Debbie and Don Butler, and Mike Gulley. The categories are: Most Valuable Contributor - This award will be given to the most prolific writer submitting multiple, usable, interesting articles of all varieties including news, feature and technical; Best Article - The story that was well written, no one will forget, and every one enjoyed reading. The most read of the year; Best Photo - This could be a photo accompanying a feature or technical article and may even have been taken by some one other than the person writing the article. It could even be a photo only submitted with humorous caption, something new for ReMarque.

Now you have three more reasons to get busy writing those articles you have been keeping to yourself all this time and share them with your fellow club members in your ReMarque. You could be the winner of Lotus Ltd.'s own version of a coveted Pulitzer Prize - something we are sure you would treasure winning.

Before presenting these three awards at the LOG 24 Banquet, one additional ReMarque Award was presented to fittingly start this tradition off. Anyone who has been a Lotus Ltd. member for more than a few years should remember that Mark Winston WAS ReMarque for a period of some 27 years. With great surprise, Mark, who had no idea these awards were even planned, was presented an award for "Lifetime Contributions and Achievement to ReMarque." A well deserved standing ovation and cheers for Mark filled the room from those in attendance. As a further tribute to Mark's dedication, these new ReMarque Awards, will bear his name and be known as the WINSTON AWARDS in his honor.

Receiving the inaugural Winston Award for Most Valuable Contributor was Andrew Barron. Andrew was a hands-down winner due to quantity, depth, and the wide range of subjects covered. Additionally, his article on John English was recognized for its relevance to the changes at LCU, and the fact that he scooped even the major automotive publications with the first interview of the new CEO at LCU.

Receiving the Winston Award for Best Article was Debbie Collins for "A View From My Visor." It was stated by the ReMarque staff in making their decision in this category to be "perhaps the most enjoyable read of the year." This was a story about a fun vacation of three club members at Derek Daley Academy driving Formula Fords as seen from a lady drivers perspective. This only goes to prove that ladies can also write a good story for ReMarque and maybe we will see more of you submitting articles.

Receiving the Winston Award for Best Photo was Dannie French for his photo that accompanied Mark Pfeffer's article about Dannie's Garage. The reason this photo was chosen was because it really made the story, by giving a visual to the written description by Mark of just how nice Dannie's garage really is. The old cliché, you have to see it to believe it came to mind. We all wish we had a garage like Dannie's.

I look forward to next years Winston Awards at LOG 25 and hope this inspires ALL of you to write at least one story for ReMarque. At LOG were several past contributors we have not heard from in a while and several people who have never written an article before who have been inspired to write, in hopes to win a WINSTON next year. I hope that is true, because the ReMarque is always in need of articles of all varieties for content from the members.

Remember that the ReMarque is YOUR monthly newsletter. It is for you. It is also written BY YOU. This means we always need your help with news articles, feature articles and tech articles of interest for all of us to read each and every month. I know every one of you has at least one good Lotus story and probably more if you think about it. Many of you have found some useful tips on repairs, maintenance, and upgrades to keep your treasured cars running reliably. Every car has a story that traces its history or your acquisition of it, many are very interesting and worth sharing. Any of these subjects could be the focus of a very interesting story your fellow club members would enjoy reading in a future issue of ReMarque.

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NO WINS FOR LOTUS AT SUNNY GOODWOOD

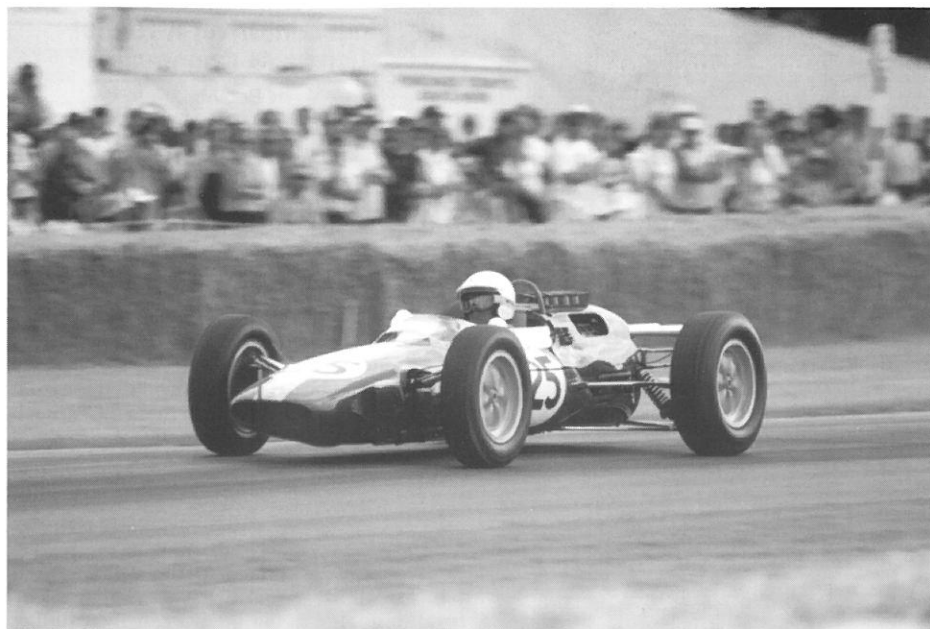
By Gordon Morris

It was in December 1938 that the Air Ministry requisitioned 700 acres of prime meadowland on the Duke of Richmond's Goodwood estate in West Sussex to build a grass airfield. This was the time when Britain was rearming as fast as it could in the face of the threat from Nazi Germany. That meadowland became a famous Battle of Britain fighter station and, at the end of hostilities, the Duke – always a keen racer – turned the perimeter track of the airfield into a 2.4 mile racing circuit. Goodwood quickly became one of the most popular UK circuits and anyone who was anyone raced there in the forties and fifties. By the sixties, however, Goodwood had become too fast for its own good and the Duke – fearful of the consequences of a big accident – closed the track for racing in 1966.

The circuit was still used for testing and the odd track day and the airfield prospered as a light aviation centre and flying school, but Lord March, grandson of the Duke, always wanted to reopen the circuit he had seen as a boy. The enormously popular Festival of Speed, held at nearby Goodwood House, provided the finance and the momentum to set about reopening the famous old track. After overcoming enormous difficulties – the local population has spread out from Chichester close to the boundary of the airfield and weren't keen on the noise, crowds and disruption that racing would bring to their back yard. Lord March's first miracle was to overcome all the obstacles placed in his path and to see the track open, for historic (vintage) racing only, in 1997. His second miracle was to return the circuit to its 1950s state whilst also meeting present day safety standards, while his third was to produce a race meeting year on year that exceeds the expectations of the crowds who throng to what has become the second largest racing event (after the Grand Prix) in the UK. In the humble and not entirely objective view of your correspondent, the Goodwood Revival Meeting is the finest historic race meeting – in terms of setting, quality of cars and racing – in Europe, if not the world.

So keen are the world's historic racers, car owners and famous ex-racers to take part in this wonderful event that each year, Goodwood rings the changes by varying the format of the meeting. This year, there were races for pre war Brooklands cars, motor cycles, BMW engined sports cars of the fifties, rear engined, drum braked Formula Juniors and pre 1959 saloon cars – as well as the staple 1960s GT cars, Formula 1 and 2 sports prototypes – all built and raced before 1966.

The changes this year worked against a Lotus win. There were no Lotus Cortinas and, although the marque featured strongly in some races, for the first time no Lotus took the chequered flag. The Madgwick Cup, for 1950s BMW/Bristol engined sports cars, saw two Lotus 10 - Bristols in close contention after starting from the back of the grid as a result of a misunderstanding about tyres in practice. A fine race saw Ken White and Adrian Hall pipped at the post by Nick Wrigley's Tojeiro Bristol. This Tojeiro was the inspiration for the AC Ace, which in turn,



photograph by David Nagler

This years changes worked against a Lotus win

inspired the Cobra.

The Chichester Cup for front engined drum braked Formula Juniors was one of the best races of the day. A Caravelle (an obscure make most people had never heard of), an Irish Crossle and a Lotus 18 – all powered by Cosworth Ford 1100cc engines – disputed the lead on all 12 laps, changing position all around the circuit, with James Hicks' Caravelle just getting his nose in front of Nigel Daws' Lotus 18 at the flag. The 18 was painted Lotus BRG with yellow wheels and Daws wore light blue Dunlop overalls and an open faced dark blue helmet with a white peak – for all the world like that similarly clad and mounted Borderer who won this race at Goodwood forty four years ago.

Another 18, this time in Formula One trim with a 2.5 litre Coventry Climax engine and driven by experienced racer Michael Schryver, competed strongly in the Richmond & Gordon Trophy for F1 cars between 1954 and 1961. The 18 broke a drive shaft just as it seemed comfortable in the lead, leaving American Duncan Dayton in his earlier front engined Lotus 16 to take on the now dominant Coopers. Dayton drove so hard that it looked as if he might beat Lotus' traditional rivals, but a spin meant that he had to settle for a fine third place.

The Glover Trophy race was for later Formula 1 cars and featured no less than eleven Lotus 18, 21, 24, 32B and 33 single seaters. Chris Smith – the owner of Westfield Cars, builder of Lotus Seven and Eleven clones – came to grief in a big way on the outside of Madgwick corner. The race had to be stopped while Chris was cut out of the car; he suffered fractures to legs and ankles, but is now recovering well. The restarted race was won by Goodwood stalwart Frank Sytner in his 2 litre Tasman Brabham, with a hard charging Duncan Dayton second in his 1.5 litre Brabham; Robs Lamplough took a fine third place in the delicate little 1965 Lotus 33 Climax.

The Whitsun Trophy race, for 1961 – 1966 Sports Prototypes, was the last race of the day and featured a rematch of the cliff hanging

his 5.9 litre Lola T70 and respected restorer Simon Hadfield in Gilberto Sandretto's 4.7 Ford engined Lotus 30. Race stoppages meant that the expected battle never really developed; after two red flags, and with the circuit curfew fast approaching, the chequered flag drew the race to an end after five of the planned eighteen laps, with Sytner the winner, followed by a GT40 and another Lola.

The best two races, however, held no Lotus interest at all. The two part pre 1959 saloon car race for the St Mary's Trophy ended up in a wheel to wheel eight lap duel between a mighty 2.4 litre Jaguar Mk1 and a 998cc Austin A30. This unlikely scrap had the vast crowd on its feet all round the circuit as the tiny A30, brilliantly driven by Rae Davis, countered every move by the much more powerful Jaguar round a track that should have favoured the Jaguar. In true Hollywood fashion, David slew Goliath and the A30 won by a whisker to great applause. The Tourist Trophy Celebration race for Le Mans type cars of the early 60s saw a grid of 30 mouthwatering big bangers – GTO Ferraris, E Type Jaguars, Daytona and other Cobras, Corvettes, Aston Martins and Lister Jaguars. This hour long, two driver blind featured close racing all down the field, with plenty of overtaking and lead changes, with last year's winners, the 5.4 litre Attwood/Hales Iso Bizzarini entered by Jose Albuquerque, taking the flag after an exhausting, thrilling race. I watched the race from the pit wall and the sight, sound and smell of thirty closely packed priceless cars racing as they were designed to do will live with me for a long time.

The racing was as brilliant as ever, and so were the cars. The weather was bright and sunny, the skies were full of Spitfires, Mustangs, Thunderbolts and so on; the 50s ambience and dress code within the circuit were wonderful and a couple of days spent in Lord March's marvellous time machine were the best possible tonic for anyone jaded by modern motor racing. Anyone with petrol – gasoline even – in their veins must, at least one in their lifetime, experience the joy that is the Goodwood Revival Meeting in this lovely part of West Sussex at the beginning of

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Thank you to all the contributors of LOG 24.

Mountain Drive: A Tour of Alabama's Countryside

by Bob Metz

"Mountain drive?" I thought. "Heck our mountains (in Colorado) start higher than these quit." But I hardly reckoned on the wonderful Alabama back roads that Phil Harbison found and led us on for the drive.

I very bravely asked Atwell Haines to navigate for me – since I couldn't convince him to drive and let me navigate. Atwell had already proven his trust on the drive back from the Concours the day before. The organizers had given us an optional back roads route from the Barber Motorsports Park to the LOG hotel. I actually led Atwell and another car back on that route without getting us lost even once.

On the day of the drive, we had wonderful driving weather: partly overcast and dry with clear visibility. We were in the second group of cars to take to the course. We'd all assembled together, but got separated by traffic lights leaving the start. A light further held up Atwell and me, but we quickly caught up and stayed with the group.

All were given a choice of three route lengths, each one building on the first. The first leg brought us to the Talladega International Motorsports Hall of Fame and Museum. More on this later. The route gave us wonderful, challenging back-country roads, all well paved and well kept. The route led us through the beautiful scenery and terrain of eastern Alabama, and it was a delight to drive.

Our leaders set a brisk pace. At times our speeds were a little "Cannonball," but for the most part it was just sane spirited driving. The locals were truly in awe to see a train of Esprits, sprinkled with the occasional other Lotus model, and a new chrome orange Elise in one of the front positions. In at least two instances, cars at four-way stops would yield to the entire train just to allow us all to remain together.

Eventually, we came to the Talladega International Motorsports Hall of Fame and Museum, which fronts the famous speedway. The facility was a truly pleasant surprise for dyed-in-the-wool sports car nuts. Entry cost a pretty nominal \$10 (cash only, thanks!) and the first delightful surprise was immediately through the first door into the complex. There on the immediate left was a glass fronted display case that featured portraits of Colin Chapman, Jimmy Clark, and Graham Hill. There were posters, photos, and other memorabilia from the early days of Lotus.

As we wound our way through the complex of displays contained in three buildings as well as outdoor displays, it became evident that the Hall of Fame and Museum truly lived up to its "International" name. In the Hall of Fame, there are the annual inductees arrayed throughout the 20th century and into our new millennium. Every name there was familiar, even though one might not know the details of the individual's life and motor sports record. Every form of motor sport is represented. If you can do it on wheels, against a clock or other competitors, it is there. Of course, in deference to the local predilection for stock car racing, NASCAR and some feeder series are somewhat emphasized. But, if you couldn't find your own favorite corner of motor sports, you just weren't looking.

After the museum tour, most of us elected to return directly to the hotel in anticipation of the autograph session with Dan Gurney and the banquet to follow. Some, though, had decided to skip the museum and continue onto leg two, and the bravest onto leg three, of the drive.

The drive back from the museum was relatively sedate for most (interstate most of the way). However, host and leader Phil Harbison had a minor disaster (is there such a thing as a minor disaster?) when his car's right rear shock collapsed, allowing the car to fall onto the tire. By the time Phil was able to bring the car to a halt at the roadside, the tire had overheated enough to set the grass on fire! Phil moved the car to avoid a conflagration and the grass flamed up there, too. A tour member stopped with an extinguisher and the fires were quickly put out. Phil was given a ride back to the hotel, leaving the wounded Esprit at the side of the interstate until it could be hauled off on a flatbed. It should be pointed out that as far as Phil was concerned, the worst thing about the breakage was that his rescuers included an Aurben fan – now this may not seem too bad, but Phil is a well-known Alabama fan, and this just added insult to injury.

All's well that ends well. The drive was truly magnificent. The museum, for those who took the tour, was a real treat. And in the end, Phil was safe and the car sustained relatively minor damage to body and suspension. Our thanks go to Phil for a wonderful afternoon. It takes an enormous amount of front-end work to produce an event like this, and it is important to acknowledge the effort and its success. Phil, we hope your car is back on the road fast and giving you as much joy as the "Mountain Drive" did for all of the participants.

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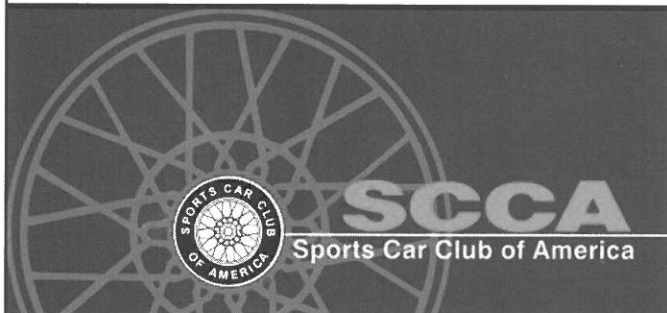
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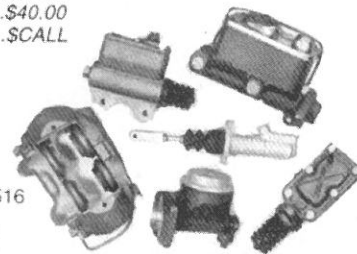
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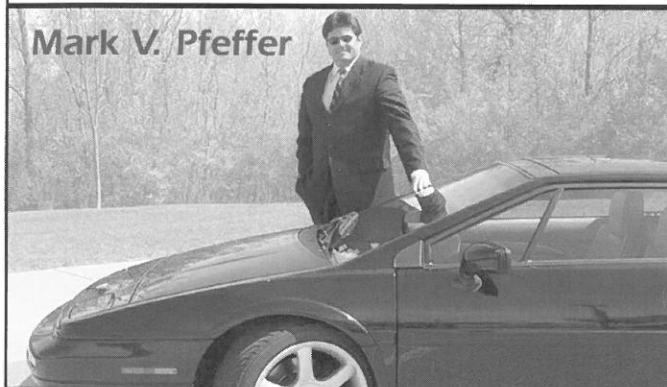
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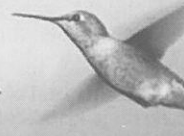
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ACROSS THE POND (Cont., from page 1)

of his endless job lists at end of each practice session. In listening to Leo's story, I became aware that racing moved on immeasurably during his time at Lotus. The early cars – the 25 and 33 – were, relatively, simple and straightforward and easy to run and to maintain. There was only one tyre supplier – Dunlop – and Leo said that Jimmy Clark was so easy on the cars that he ran for five Grands Prix on the same set of tyres.

Everything changed with the introduction of sponsorship from Gold Leaf and the Lotus 49. Suddenly, there were three different tyre suppliers, sponsorship brought not only more money but increased expectations and more appearances, suspension was adjustable in all directions and the crude early wings were introduced. The same five mechanics had to take all of this in their stride; it is to their eternal credit that these unsung heroes stuck to their jobs and delivered such fine cars for the more visible heroes to gain all the credit. It was interesting to hear Leo say that, despite living such a hectic life, he remembers his six years with Lotus more kindly than four times as long at McLaren.

The other event was the "launch" of his new Seven Twin Cam SS by a good friend who had been searching for just such a car for some years. Phil is an out and out Seven nut and we go together to local shows – and to Denmark for the past two years. His is the Series 3 car on the cover of Dennis Ortenburger's latest book. For years, Phil's dream has been to own a Twin Cam SS and we'd heard stories of near misses for some time. Dreams became reality, though, on May's Danish trip, where Phil found his SS in nearby Malmo. He agreed a deal there and then and the car was duly delivered in August.

I should perhaps explain what all the fuss is about. A Twin Cam SS is nothing more than a Series Three Seven with a factory fitted Twin Cam engine. So what, you might say – and so did I to dark looks. However, only 13 cars were built to the SS specification, right at the end of S3 production in 1969/1970. The interior was well fitted out with plush seats and upholstery, upmarket interior trim and so on. So it should have been, as the price was high – more than an Elan – which explains why so few were sold. Like a number of cars, the SS is greater than the sum of its parts – and



a mystique appears to surround this rare car. Many Lotus people have never seen one. It is easy to drop a Twin Cam engine into a Series 3 Seven, add the fancy trim and chromework and claim what results as one of the thirteen. The Seven Registrar got wise to this ploy a long time ago and the location and ownership of most of the thirteen are known – as is the visible (and less visible) specification of the original cars. There was no doubt about the provenance of Phil's car, as all its owners were known and a thick file went with the car. The Swedish owner had barely used the car, but had stored it carefully for over a decade. All the car needed was recommissioning (change of all fluids; check brakes, Webbers,

linkages, tyres etc) and a good polish before it was ready to receive visitors.

So it was that a couple of dozen Seven people who had followed Phil's quest over the years turned up at his Maidenhead house on a drizzly October Sunday to celebrate his acquisition. My suggestion that it should be launched in ship fashion by breaking a bottle of champagne over its pristine nose cone was not met with much enthusiasm. I wonder if we'll see it at cold and wet shows next year – or if it will only appear when the sun shines and the roads are dry? Whatever may be the case, it's always good to see a friend achieve what he has wanted for years; the smile on Phil's face that damp and grey Sunday lit up half of Berkshire.

With nearly all of the show and event season over – and with the onset of "event fatigue", my thoughts now turn to winter projects for the Seven and Elan. The Seven dynamo has been trouble from the start, so this winter I'll replace it with a lightweight Japanese alternator (thanks Keith), change to polarity to negative earth, fit electronic ignition and have the rev counter (tach) modified internally to cope with the latter two. There's no hurry to get the jobs done, so I'll take my time, do each part when I feel like it – as well as carrying out the usual annual winter service; the end result, hopefully, will be a more reliable and more driveable car, ready for next year's exploits.

There are still a few indoor autojumbles where I can replenish Kermit Racing's stock before Club Lotus' Parts Fair at Stoneleigh, near Coventry, on 21 November. That will see the end of Lotus events for the year and I can turn my attention to hunting the wily pheasant on the Salisbury plain over the winter – unless the Government hasn't banned this healthy, character-building activity by then.



Magazine Watch

By Foster Cooperstein

(UK)

See the 14 September issue of Autocar for a 2 page article showing what may be the next Lotus. A coupe based on a stretched Elise chassis, with a price target of \$55,000 is described as an "Audi basher".

There are 6 pages about Emerson Fittipaldi's championship Lotus 72 in the October issue of Octane.

(US)

The market guide in the September issue of Vintage Racecar Journal covers Formula 5000 cars. The 7 Lotus 70s are valued from \$45,000 - \$65,000, depending upon condition.

The November issue of Sports Car International picks the top 10 sport s cars of the 90's. The Elise came in 9th (it probably was not voted for by most of the reviewers as it was not available in the US in the 90s – the 2 who did vote for it picked it 3rd and 7th). The Miata was the top choice.

A red Lotus Seven graces the cover of the November issue of Classic Motorsports. Inside is a 10 page article about the Seven and many of its clones.

The first official function of the LOG, the Welcome Reception, allowed all present to renew acquaintances, as well hear other stories of travel mishaps on the road to LOG. As has become a welcome tradition, the evening food and refreshments were sponsored by Lotus Cars USA (LCU).

The reception was in a large ballroom that did not have acoustics to allow for anyone to be heard from the podium but allowed the whole room to hear the smallest whisper from the back. This was a pity since many missed Dave Schmid's opening remarks and welcome comments from both Lotus Holdings, Inc. CEO Duke Hale and Lotus Cars USA President John English. The latter spent plenty of time talking with anyone who wanted and appeared to enjoy themselves despite various pleadings for more cars sooner!

For those who were up early on Saturday morning there was a Technical Seminar from Lotus Cars, while outside of the hotel, the car park was a hive of activity with various cars being washed and polished in preparation for the Panoramic Photo and Casual Concours to be held on the grounds of the Barber Motorsports Track. The arrival at the Concours sight was greeted by the sounds of motorbikes racing on track. The line-up for the photograph was not as well organized as usual. This was due in part to more cars showing up than expected. Longtime LOG photographer, and Lotus fan, Doug Chadwick was not present, although his company was responsible for the photograph as usual. Despite the lack of Doug's guiding hand the cars eventually were lined up and everyone took their places.



photograph by David Nagler

Peer judging commenced straight after the photograph with the usual high standard for all the cars presented. The one big complaint of the concours site (remember this for next year STALLS) was the lack of water on the hot day.

Possibly the strangest concours entry was by David Nagler, who covered his Esprit with a car cover that exposed only the front number plate "THANKS AJ". With a note on the covered bonnet telling attendees not to vote for his car was but to vote for former LCU CEO and guiding light for the Federal Elise, Arnie Johnson. As an indication of member's view of Arnie, Dave's car won easily in his Esprit Turbo category.

Lunch was served in the spectacular Barber Motorsports Vintage Museum. Housing the largest display of motorcycles in the US (if not the world) and a nice collection of Lotus race cars, the museum is a place to spend hours wandering the exhibits and admiring the architecture. After eating lunch on the top floor, while the various Concours awards

were presented, most LOGers continued to circulate. Several groups were taken to view Lotus' plans for a new super car as part of a customer work shop.

As the Concours broke up tech inspections were performed on all the cars entered into the autocross and track days.

The Open Board meeting is a chance for attendees to meet the Lotus Ltd. Board as well as express any likes or dislikes. Issues discussed included the contents of ReMarque and problems of providing pdf versions by e-mail. As a bribe for attending several members went away with assorted door prizes.

The Saturday night banquet is usually the highlight of LOG, with guest speakers sharing their thoughts and reminiscences of Lotus – both the company and its cars. This year was one of the best. In addition to Lotus Cars Head of Production, Tony Shute providing a brief overview of the Federal Elise program, LOGers were treated to one of the funniest and heartfelt LOG guests – F1 and motorsports hero, Dan Gurney. Dan spent an hour regaling the audience with stories of Chapman and Lotus, and then took questions on a variety of topics. His frank and honest answers, coupled with his knowledge could have kept the attendees amused for much longer. The best quote of the evening was undoubtedly his comment that his greatest success was the day his charming wife Evi "said yes". (The details of Dan's speech and questions will be covered in ReMarque next month.)

Once the speeches were over David Schmid MC'd the first round of door prizes as well as the liars essay and hard luck awards.

Sunday was the day to play or relax. For those with a need for speed the traditional Autocross was situated at in the parking lot of the Wynfrey. Sponsored by Yokohama Tire Corporation, and organized with the assistance of the local SCCA, the event allowed those who wanted to show off. An indication of the attraction of a group of Lotus cars speeding around a parking lot was the large number of spectators. One of these, Alabama local Dennis Lathem, was so interested he spent the morning taking some excellent photographs of the event. He even went as far as having photos of selected cars printed up by a friend of his while the competition was ongoing. The wonders of digital photography! It is definitely worth going to Dennis' web site to view these photos at high resolution (www.pbbase.com/dlathem/lotsalotus).

For those seeking a slower pace Phil Harbison had organized a gentle drive in the countryside around Birmingham (see separate story).

Sunday Night's buffet dinner allowed time for thanking those who had helped with LOG 24, awarding final prizes and most importantly thanking those who could not



photograph by David Nagler

be there. First of these was Zak Zarcadoolas whose untimely death robbed Lotus Ltd of one of its great characters and supporters. Also missed was former CEO Arnie Johnson without whom the Elise would not be in the US – despite some revisionist history by the popular automotive press.

Although Sunday night was the end of LOG for many, the hardy were up early Monday morning to drive to Barber Motorsports Park (www.barbermotorsports.com) for a day of excitement on the race track. An added bonus for many at the track day was a view of the Type 70 Formula 5000 car previously owned by Dick Smothers (of the Smothers Brothers comedy team) taking to the track during the lunch break.



photograph by Roy Collins

If you have not attended a LOG, then next years LOG 25 will offer a chance that should not be passed up. Once more, LOG is going to pastures new with the St. Louis Area Lotus Lovers (STALLS) organizing the event in St. Louis on August 26-29th, 2005. This promises to be a fun event with organizer Mark Pfeffer trying to bring together the largest collection of Lotus race cars ever seen at a LOG. This is not to be missed.



casual concours d'élégance

Seven

- 1st: Bill Baldwin
- 2nd: Dave Morrison
- 3rd: Andrew Barron

Elite Type 14

- 1st: Donald Trumpy
- 2nd: Ross Robbins
- 3rd: Jim Goodman

Elan S1-S2

- 1st: Bob Herzog
- 2nd: Jeff Ivers

Elan Sprint, Series 3 and 4

- 1st: Ken Mance
- 2nd: Martin Dodenhoff
- 3rd: Tom Roberds

Cortina

- 1st: Jim Woods

Elan M100

- 1st: Dave Myers
- 2nd: Bryan Schmid
- 3rd: Mark Michalski

Elan Plus 2

- 1st: Dave Salls
- 2nd: Stuart Mullen
- 3rd: Lee Cohee

Europa S1-S2

- 1st: Brian Jenkin
- 2nd: Brian Jenkin

Europa Twin Cam

- 1st: A.M. Buria
- 2nd: Pete Canga
- 3rd: Chris Kosko

M50 Elite/Excel/Éclat

- 1st: Alan Campbell

Esprit S1-S2

- 1st: James Strickland
- 2nd: Robert Grener

Esprit Turbo Pre 1988

- 1st: David Nagler
- 2nd: John Higgins
- 3rd: James Petrocik

Esprit Turbo 1988-1997

- 1st: Dave Yohn
- 2nd: Atwell Haines
- 3rd: Karl-Franz Marquez

Esprit V8

- 1st: Young Kim
- 2nd: Dan Adragna
- 3rd: Gordon Davis

Elise

- 1st: David Koski
- 2nd: Kiyoshi Hamai
- 3rd: Ed McCarroll

Exige/340R

- 1st: David Schmid
- 2nd: Dave Butler
- 3rd: Mark Starr

Historic/Race Prepared

- 1st: Ron Schmittou
- 2nd: Paul Quiniff
- 3rd: Kevin McGovern

Replicas

- 1st: Greg Balcerak
- 2nd: Ron Schmittou
- 3rd: Steve Laurendine

Caterham 7

- 1st: Jim Robertson
- 2nd: Michael Rohaley

Extreme Street Modified

- 1st: Johan Hybinette
- 2nd: Jeff Ivers
- 3rd: Bob Herzog

Gurney's Choice

- Gordon Davis

The traditional LOG 24 Casual Concours was captured in a full-view panoramic photograph. If you would like a color print of this photo (with people, or cars only), send \$45 to Doug Chadwick, Cirkut Panoramic Photographs, P.O. Box 99, Hillsboro, WV 24946; phone: 304-653-4916. Add \$5 for overseas airmail. West Virginia residents, please add 6% sales tax. An anodized matte black or polished & brushed silver frame is available at additional charge. Panoramic photos of some previous LOGs and other automotive events are also available.

Hard Luck Award

Steve Smith

Liar's Essay

Brent Powell

Craft Contest

- 1st: David Koske
- 2nd: Greg Balcerak

Model Smaller than 1/24

Sam Nelson

Model 1/24 and Larger

Randy Jones

Photo Larger than 5X7

- 1st: Richard Lemieux
- 2nd: Bob Purcell

Photo 5X7 and Smaller

- 1st: A.M. Buria
- 2nd: David Shall, Jr.

Incoming Scenic Drive Awards

Longest Distance Driven - Pre '83

Bill Baldwin

Longest Distance Driven - '83 and newer

Dave Koski

Longest Distance - Trailered

Guy Therien



Lotus Owners Gathering - 24
Alabama - September 11, 2004

photo by Mike Keller

auto-cross

Class LO1 (Modified, Race Cars)

- 1st: Jeff Ivers
(Elan)
- 2nd: Mark Michalski
(Elan)

Class LO2 (Seven, Caterham 7, Elise, 340R)

- 1st: Jim Robertson
(Caterham 7SV)
- 2nd: Andrew Barron
(Elise)

Class LO3 (Esprit Turbo, V8)

- 1st: Scott Stout
(Esprit)
- 2nd: Alex Brussich
(Esprit)
- 3rd: Joe Houlihan
(Esprit)

Class LO4 (Elan, Europa, Esprit S1/S2, M100)

- 1st: Bob Herzog
(Elan)
- 2nd: Dave Meyers
(Elan)
- 3rd: Sue Herzog
(Elan)

Class LO5 (Plus 2, Cortina, Elite, Eclat, Excel)

- 1st: Stuart Mullan
(Elan Plus 2)
- 2nd: Alyesa Mullan
(Elan Plus 2)

Class LO6 (non-Lotus)

- 1st: Mick Opalak
(Mazda Miata)
- 2nd: Joe Floretta
(Ford Mustang)
- 3rd: Allen Zacharda
(Ford Mustang)



photo by Dennis Latham

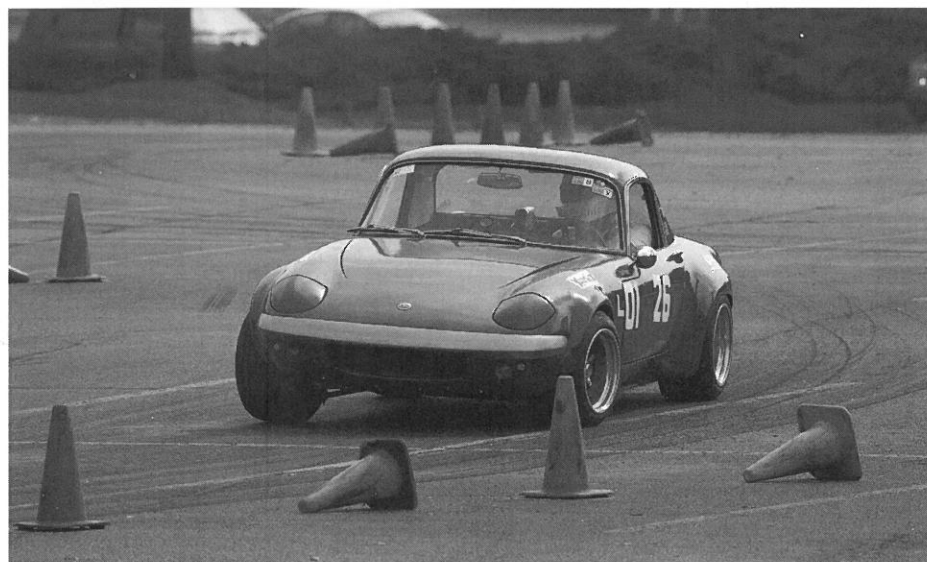


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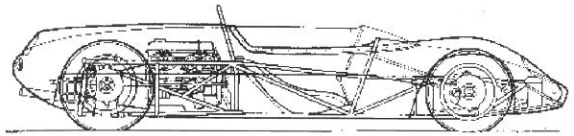
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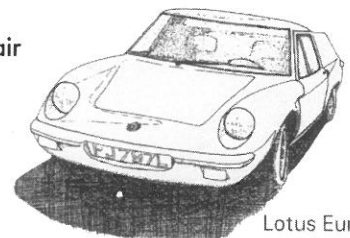
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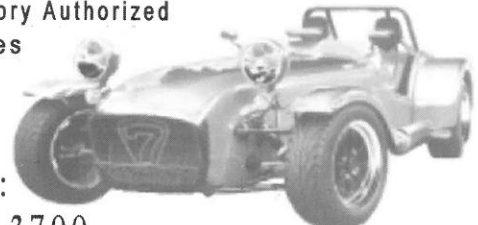
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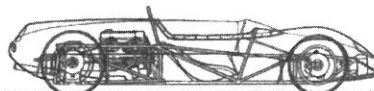
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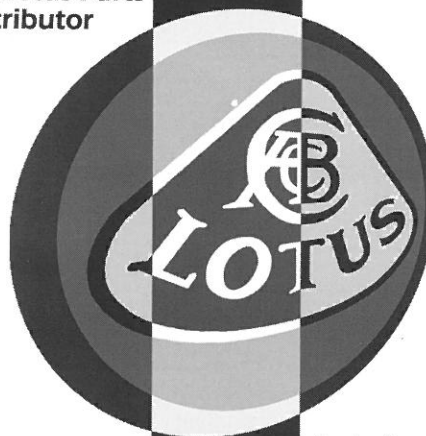
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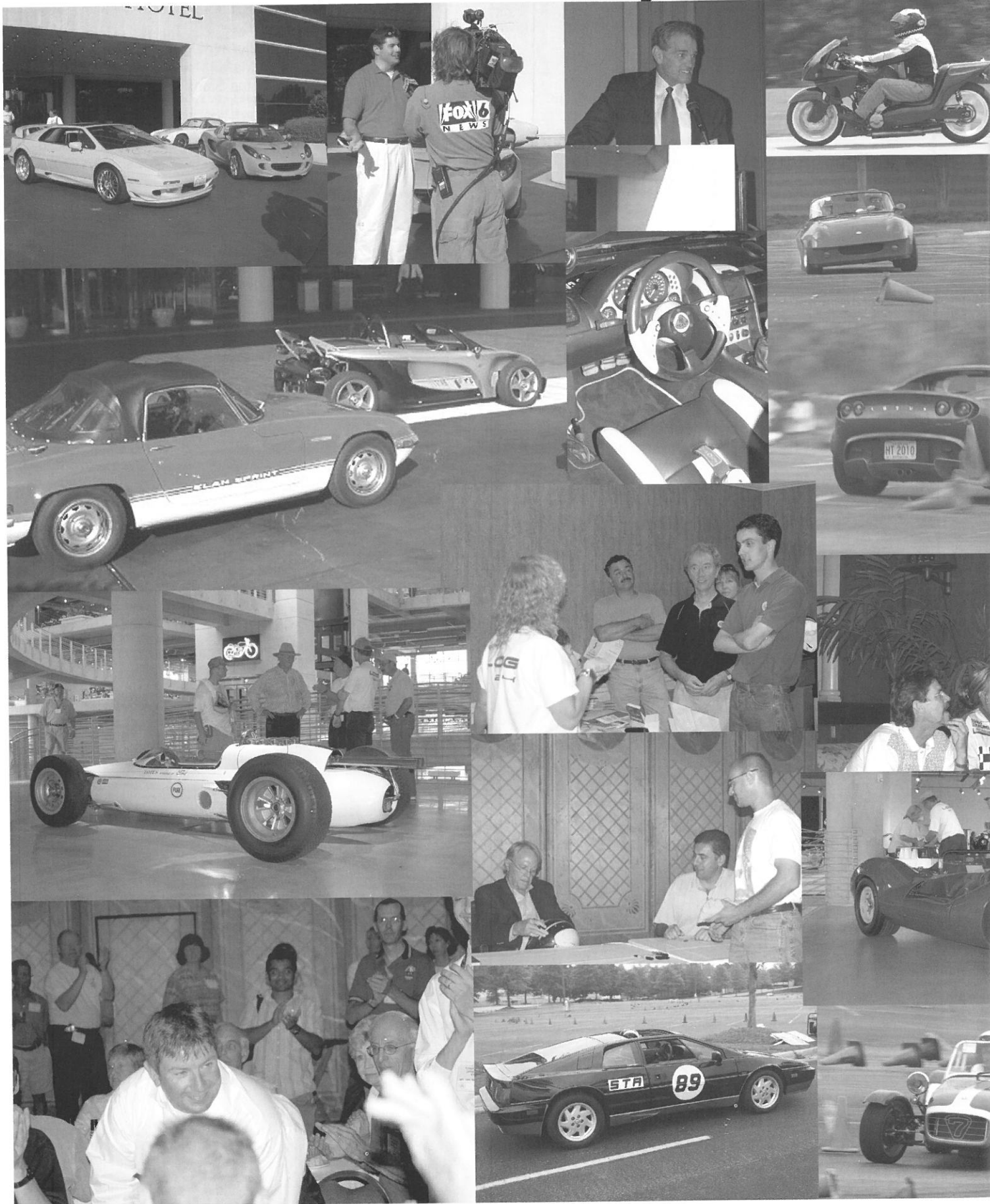


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A View From LOG 24...



photographs by Debbie Collins, Dennis Lathem and David Nagler



Pit Stops

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

November 7 (Sun.) LOONY (Lotus Owners of New York) Breakfast Meeting. Arrive 9-9:30AM, at the Bergen Diner, Bergen, NY (at the junction of Route 33 and Route 19, just off the 490). Email Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644

November 13 (Sun.) LLSE (Lotus Limited Southeast)-- Annual Exotic car show (featuring Lotus) from 5-7:00 pm at Giovanni's Italian Restaurant, Duluth, GA. For more information contact Brian Skeoch at brian.skeoch@beechstreet.com

November 13 (Sun.) PALS End of Year Lunch at Lotus Inn in Berwyn, PA 1:00 followed by a drive. Please contact Tom Silkknitter at silkknitter@hotmail.com or phone 610-836-2587 by 11/11.

November 14 (Sun.) LOONY (Lotus Owners of New York). November 14 (Sun.) LOONY (Lotus Owners Of New York) Breakfast Meeting. Arrive 9-9:30AM, at the Geneseo Family Diner Geneseo, NY. Email Tony for more info and directions, tvacc@lotusowners.com, 716-689-8644

November 16 (Tues.) Texas Lotus Club--Dallas. Regular third-Tues.-of-the-month Pub Night -- The Londoner, Beltway at Midway, Addison, TX. -- 7 p.m. e-mail marthaclinkscale@yahoo.com

November 16 (Tues.) North West Lotus Club. Meetings, McTarnahan's Brewpub (6:30 p.m.) 2730 NW 31st Avenue, 503)228-8265 For more information http://www.clnw.org

November 20 (Sat.) LLSE (Lotus Limited Southeast)--12 noon to 3:00 pm Club meet at Hypersport Racing GA to meet with the team and get a debrief of 2004 and what the expectations are for 2005 starting with Speed Weeks at Daytona. For more information contact Brian Skeoch at brian.skeoch@beechstreet.com

December 4 (Sat.) LLSE (Lotus Limited Southeast)--2:00 to 5:00 Lotus Limited South East annual Holiday party. Place still undetermined but will be at a club members home residence.

December 4 (Sat.) LoCo (Lotus Colorado) 6:30pm Annual Holiday party, at a member's home. More information: Greg Carpenter (303) 973-9368 or e-mail tacogc@yahoo.com

December 11 (Sat.) CALL (Cleveland Area Lotus Limited) Holiday Party at Joe and Jan Cross' home. Watch your mailbox for an info flier!

December 11 (Sat.) LOONY (Lotus Owners of New York) Holiday Party at the Vaccaros, Williamsville, NY (suburb of Buffalo). 4pm to ?. Bring a dish to pass and what you want to drink. For more information check out the schedule at www.lotusowners.com or call Tony at 716-689-8644

December 11-12 (Sat-Sun) Florida Lotus Club: Third Annual Florida Keys Poker Run & Car Show. For more info contact Peter Muir at lotus_espirt@adelphia.net

December 21 (Tues.) Texas Lotus Club--Dallas. Regular third-Tues.-of-the-month Pub Night -- The Londoner, Beltway at Midway, Addison, TX -- 7 p.m. e-mail marthaclinkscale@yahoo.com

CARS FOR SALE

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

1970 PLUS 2, orig., Stromberg head w/ crossover pipes passed emissions test, recently overhauled head, instruments & susp., needs carpet & paint. \$7,500. Lee Will, blwill@cox.net, (540) 374-5233 (VA).

PARTS FOR SALE

FOR ELAN. Orig. Lucas gen., \$50; orig. Lucas volt. 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. evap. control device, \$15; orig. cast iron exhaust man., \$20; orig. flexible steering coupling, \$20; pr. of orig. brk. servos, \$50 ea.; pr. of used fuel pump insulators, \$1.50 ea.; 3 intake vlvs., \$14 ea.; 3 exhaust vlvs., \$16 ea.; 7 vlv. spring sets, \$5 ea.; new 45mm I.D. O-rings for Weber mount, \$1 ea.; 3 used & 3 new crossover pipe gaskets, \$4; new rear cover gasket for 6-bolt lip-seal eng., \$1.50. Frank Howard, (612) 823-3403 (MN), type45@aol.com.

MISC. FOR SALE

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

PARTS WANTED

FOR LHD ELAN S4. New, rebuilt or rebuildable Girling dual master cyl. Alan Andrea, (847) 234-2776 (IL), aracer@msn.com.

FOR LOTUS 7. Cosworth script alloy vlv. cover used on pushrod eng., to buy or borrow for a few months to use as a model for a foundry pattern. John, (973) 702-0659 (NJ).

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