

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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## Lotus' Re-Engineering of the DeLorean

By Andrew R. Barron

It has been said that if Lotus Founder Colin Chapman had not died he would have gone to prison for his part in the DeLorean debacle. In fact, the then financial director of Lotus, Fred Bushell, was jailed and John DeLorean himself was indicted, but remained in the US avoiding extradition to Great Britain. Despite the mystery surrounding the financial dealings, the DeLorean was a major success for Lotus, particularly for the consulting arm of the company, Lotus Engineering.

John Zachary DeLorean was the possibly most publicity-conscious executive at General Motors during the Sixties and early Seventies. In 1973 he resigned from GM to start his own company that was to make a new car of his own design.

DeLorean believed, erroneously, that a rear-engined layout was ideal for a sports car since that was the pattern of the Porsche 911. He dictated the plans for a rear-engined two-seat coupe with gullwing doors that was to be the basis of his new car company – DeLorean Motor Company (DMC). DeLorean picked Giorgetto Giugiaro and Italdesign to design the car, and the similarity of the wedge shape to Giugiaro's masterpiece of 1972, the Esprit, is clear.

The first DeLorean prototype was completed in 1976 using a Citroen four-cylinder engine. The car was found to be seriously underpowered, and the second prototype was given a Renault V6 engine and transmission, while retaining the basic structure.

By 1978, DMC's financial backers were growing restless due to delays in the car's development. In order to promote employment in Northern Ireland, the British Government agreed to provide significant financial assistance and a new factory in Dunmurry, just south of Belfast. Even with this financial commitment, DMC still had to produce a car. The DeLorean was to have a stainless steel clad GRP monocoque in the fashion of the Lotus Elite (Type 14), and this was proving difficult to produce. It was clear that DMC were going to need outside engineering help.

Porsche were originally approached but estimated a time-to-production that was longer than DeLorean thought it should take. Lotus claimed they could do it in half the time Porsche quoted, and therefore got the contract. However, when Colin Chapman and Michael Kimberley examined the prototypes, they agreed it was an "abominable" car. Two features in particular did not offer promise –



*The DeLorean was a success as far as Lotus Engineering was concerned.*

the GRP monocoque and the gullwing doors.

Only two production cars had ever had gullwing doors—the Mercedes-Benz 300SL and the Bricklin SV-1—but neither car had been produced in significant numbers. With the DeLorean, the large cut-outs for the gullwing doors presented the problem of poor structural rigidity. (Interestingly, the original design for the Elise Mk 1 was to feature gullwing doors, as was the removable hard top designed for the Elise Mk 2. However, problems with production precluded their implementation in both cases.)

Lotus predicted (based on their own experience) that the DeLorean-designed GRP monocoque would not pass crash test requirements. Their suspicion was confirmed when Grumman (the US aerospace concern) used their state-of-the-art computer system and showed that in a 26 mph crash the rear-mounted engine and gearbox would finish in the front footwell, having traveled through the occupants first!

As a consequence of these issues, Lotus demanded a free hand in the redesign of the car. The first decision was to switch from a GRP monocoque to the familiar Lotus backbone chassis. From there, the design continued with many features being similar to the Esprit of the era. The suspension geometry of the DeLorean is similar to that of the Esprit, especially the long semi-trailing arm design for the rear. In addition, both cars use the same VARI molding process, although while the fiberglass body becomes the exterior of the car for the Esprit, in the case of the DeLorean, the "underbody" has a decorative stainless steel skin. Both cars have a distinctive ridge along the sides of the car due to two-piece molding of the body.

Lotus were given 18 months to go from a style to a finished car, involving the development of the design, all the engineering

development, and the building and testing of the prototypes. Ten months into the contract, DeLorean decided to 'freshen' the shape of the car, resulting in a delay of seven months. Despite these problems, the car was ready for production in record time, especially when one considers that these were the days before computer aided design.

The DeLorean sports coupe was released in 1981, and it was immediately obvious that it would not sell at the expected level of 600 cars per week. At \$25,000, the car was too expensive to sell in such volume. The financial break-even point was 10,000 units, and only 9,200 cars were produced by the time DMC went bankrupt in 1982.

Lotus were paid for most of their work, however, in the decade following, it was shown that fifteen millions of pounds of the British Government's money had gone 'walk-about.' That the development money came through a Panama-registered company (General Products Development Services) was a puzzling twist to the financial arrangements. Unfortunately, Colin Chapman died of a heart attack in December 1982, and took the secrets of the DeLorean financial debacle to the grave.

In spite of these issues, the DeLorean was a success as far as Lotus Engineering was concerned. Having been given a dreadful starting design, they had created a practical engineering solution in less time than the industry expected. A significant quantity of subsequent consulting work was obtained as a result of Lotus' part in the DeLorean. For that we should be grateful; until recent years, the consulting wing of the company has financially supported the car manufacturing division. Without Lotus Engineering, the Elise would not have been born.

Photo by Andrew R. Barron

# LOTUS REMARQUE

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Note that the username and password are case-sensitive. Direct web-related e-mail to Michael Gulley, webmaster@lotusclub.org.

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## ACROSS THE POND

By Gordon Morris

Continuing a good year for Lotus books, yet another fine book was published last month by Coterie Books. This one's called "Lotus – The Early Years" and deals with the first few faltering years of the company that eventually produced the cars that bring us all together in the first place. The writer is Peter Ross, who was one of what he calls "the gang" of young enthusiasts who were attracted to what the equally young Mr Chapman was getting up to in a shed in North London. Many of the gang were workers from the nearby de Havilland aircraft factory – Mike and Frank Costin and the author himself – and this early association explains why, in any group talking Lotus, the conversation eventually turns to aircraft.

Peter Ross's book is written with the enthusiasm and the authority of one who was there at the time. It is not the eulogy that earlier histories became; Ross points out that the first Lotus history was written for the "Motor Racing" magazine in 1954 by ACBC himself and much of the information in those articles was somewhat less than impartial – indeed, he made claims for inventions and ideas that really belonged elsewhere and certainly undervalued the contribution of brothers Michael and Nigel Allen, in whose garage with whose labour the early cars were built. Later histories perpetuated those myths to the extent that they became accepted as fact. It took Mike Lawrence, a couple of years ago, to restore the balance and to apportion credit where it was due.

It's not often that I read a book straight through at one sitting – but I did so with this one. Ross relates the excitement, as well as the trials and tribulations, of working – unpaid – for Lotus in its first few difficult years. Life in the austere early post war Britain was far from easy. Materials were in short supply, so a great deal of ingenuity was required to build the mould breaking sports cars that first wore the green and yellow badge. One has only to look at the opposition to see how advanced the first cars were. The MGs, Jaguars and so on were heavy and hard sprung; the Marks Three, Six and, most of all the Eight and Nine, were light and softly sprung so that they made the most of the crude pre war side valve engines of the day. The streamlined Eight and Nine, courtesy of Frank Costin, looked for all the world like spaceships compared with what else was on offer. When the Coventry Climax featherweight fire pump became a racing engine that might have been designed just for Lotus, the young men from Hornsey were on their way to stardom.

"The Early Years" makes no secret of the sheer amount of toil that it took to design, build, race, improve and race again in the grey days of the late Forties and early Fifties in the Britain of that time. It also pays tribute to the determination and vision of ACBC himself whose ability to keep coming up with something new – again and again – to keep ahead of everyone else. The utter joy of beating the works Porsches at Silverstone in 1954 comes across strongly in this fine narrative.

Buy one, or at least borrow a copy – but don't open it unless you have several hours free time ahead. This is a compulsive book and fills an important place in the history of the fledgling Lotus marque.

Readers will know of my curiosity about the origin of the name Lotus. This is perhaps the only real unsolved Lotus mystery left and those in the know – the Chapman family and the Allen Brothers – are saying nothing. I had hoped that this book might shed light on this topic but no such luck. I still believe that ACBC came up with the name to tell his special apart from all the other specials of the day, many of which were named after flowers and have passed into posterity. Whatever the reason, he chose well. Can you imagine how credible Team Buttercup or Petunia Racing would have been at Le Mans, Monza, Spa or the Nurburgring?

Summer's nearly over now, but the two best bits are still to come. I speak, of course, of the Goodwood Revival Race Meeting next weekend and LOG 24 the week after. For me, these are two "never miss" events and I hope we can always arrange dates so that I don't have to choose between them. Goodwood has an atmosphere, an ambience and an excitement all of its own – as does a LOG. Each is different – from the other and from competing attractions. Yet the anticipation of each – from my scarcely objective viewpoint – is equally exciting and stimulating – as is meeting so many friends and heroes in such marvellous surroundings.

I'll write about both in next month's column and will bring you my take on how these two much loved events turned out. By the time you read this, Goodwood and LOG 24 will have passed into my bank of pleasant memories – of people, cars, stories and friendship – in wonderful settings. I certainly count myself very lucky indeed to be able to do all of this; most of all, I'm forever glad that I chanced upon LOG 11 at Waterbury all those years ago.

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## Marsden on Models

By Jim Marsden

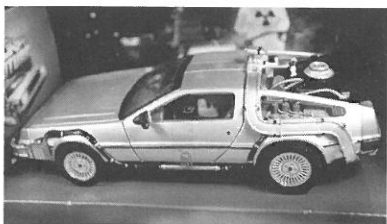
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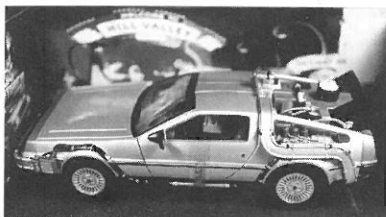
DeLorean scale models, that is. For some inexplicable reason, toy manufacturers are again pumping out this particular marque in both road and "Back to the Future (BTTF)" variations. Justifying similar activity for the Esprit Types 79 and early 82 Turbo is easier because of the James Bond 007 movie releases -- this is much more difficult for flicks over ten years old.



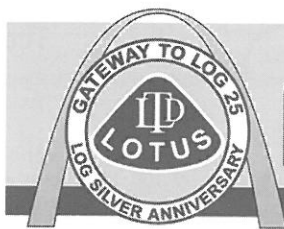
In previous columns, the beautiful 1:18th scale Chinese "Sunstar" models in brushed silver aluminum and the John Z. gold one have been discussed. Their success may have contributed to the spate of new models, including new Chinese 1:24th Welly releases. Their normal road car has opening gull-wing doors, rear deck, engine detail, and a nice paint job, but not as nice as the textured 'stainless steel' of the larger diecasts (ref. 2442W). [photos 1&2]



And, whereas the 1:18th series included only one of the BTTF atomic cars (BTTF II, ref.2710), the 1:24th has three. Set in their own box art theatrical backdrops, BTTF I shows Doc putting around the car before blasting off (ref.2443W). [photo 3]



Marsden (Continued on page 7)



# 25TH ANNIVERSARY MEET ME IN ST. LOUIS

1980-2005

## LOG 25, The Silver Anniversary LOG to Be Held in St. Louis

By Mark Pfeffer

Saturday evening's LOG 24 banquet was full of surprises, not the least of which was the announcement the 25<sup>th</sup> annual Lotus Owners Gathering, LOG 25 will be hosted by Lotus Ltd. affiliate club, the St. Louis Area Lotus Lovers (STALLS) August 26-29, 2005 at the Sheraton Westport Hotel in St. Louis Missouri. STALLS Grand Poobah, Mark Pfeffer extended an invitation to all Lotus enthusiasts worldwide to "Meet Me In St. Louis"!

Thirty-one years on, Lotus Ltd. continues to grow as North America's Largest Lotus Club. The annual Lotus Owners Gathering (LOG) has been a large part of the success and joy of membership in Lotus Ltd. LOG 24 in Birmingham, Alabama was no exception as LOG goes enjoyed a fine venue in The Wynfrey Hotel and Barber Motorsports Park but I'll leave that story to a more capable scribe.

Over the past twenty-four years, LOG has been to a variety of America's finest cities including Atlanta GA, Buffalo NY, and Worcester MA to name but a few. The 2005 gathering will see Lotus Ltd. venture into new territory in "The Gateway to The West", St. Louis Missouri August 26-29, 2005. Lotus Ltd. affiliate club the St. Louis Area Lotus Lovers (STALLS) will be on their best behavior to bring a world class LOG to all attendees.

The Silver Anniversary LOG will be significant as Lotus Ltd., its members, Lotus enthusiast's worldwide and all the friends of LOG celebrate twenty-five years of successful

Lotus gatherings. St. Louis, The Gateway City, with its central location offers veteran and first timers LOG attendee's access to the Lotus celebration in North America.

At the convergence of the Missouri and Mississippi rivers, St. Louis is famous for The Gateway Arch, the world's largest free standing memorial, Anheuser-Busch beer, The Muny Opera, America's oldest and largest outdoor musical theatre and Cardinal baseball. The Gateway To The West, as St. Louis was known to early western settlers, offers a central location for many Lotus Ltd. members. Nearby Gateway International Raceway will be put to good use by Lotus drivers for the LOG 25 track day and autocross. The rolling hills along the banks of the Mighty Missouri River through the Western Hemisphere's first registered wine district offer a driving experience seemingly laid out with the Lotus enthusiast in mind. Colin would surely smile as his automotive creations bob and weave along these roads.

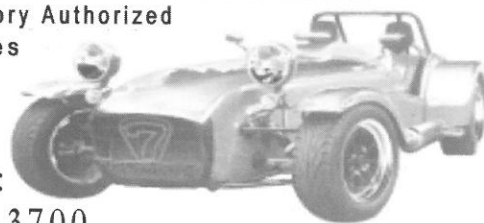
Lotus Ltd. and the St. Louis Area Lotus Lovers cordially invite all Lotus enthusiasts, owner or otherwise, to "Meet Me In St. Louis" August 26-29, 2005. Mark your calendars now for the silver anniversary of LOG in The Gateway City.

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## Magazine Watch

By Foster Cooperstein

(UK)

There's a little blurb in the September Thoroughbred and Classic Cars about the Lotus Carlton and the 1980 - 1988 Turbo Esprit as part of an article about supercars on a budget. In this case starting at about \$15,000. The Porsche 928 is among these as is the TVR Griffith (modern one) and the Ferrari Mondial 30QV.

See the relatively new magazine - Octane for a 5 page article by past LOG guest Jim Endruweit about the Team Lotus "golden years" - the 60's. Among his anecdotes is

one about being a passenger on Jim Clark's plane when Clark attempted to land in the wrong direction at a German airfield.

(US)

Classic Motorsports (September) contains an article about various marques for vintage racing. One page is devoted to Lotus. They received A's for charisma and user friendliness; B for resale value, C for affordability, parts availability and support group and D for reliability. That D is ridiculous - more Lotus win and finish vintage races than probably any other marque. Like any race car, it is a matter of the quality of the original build and maintenance.

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## The DeLorean Motor Company is Reborn in Texas

By Andrew R. Barron

Just north of Houston in the town of Humble (pronounced "umble" by the locals), in a discrete metal building, is situated the reborn DeLorean Motor Company (DMC).

DMC (Texas) owner Stephan Wynne started building up his DeLorean business in 1983 after dealers stopped performing warranty service. At that time, his California-based company concentrated on English and French cars, which made him suitably experienced to work on the DeLorean. In 1988 he opened up a facility in Houston.

When the DeLorean factory in Northern Ireland closed in 1983, the remaining inventory was shipped to the states. These parts, and the stock of parts from the US Warranty Parts Center, were stored in Columbus, Ohio. All of these parts were moved to Texas in 1997, at which point the new DMC became the sole supplier of original parts for DeLorean cars.

The 40,000 square foot facility is very impressive. Apart from a small reception/sales area and a well-designed service department, the majority of the facility consists of row after row of racks containing thousands (if not millions) of parts. In addition to the parts themselves, DMC also acquired nearly all of them in the original holders and racks that had been used in the factory and the Ohio storage location.

Despite the appearance of order, James Espey admitted that they were still in the process of conducting the first inventory of DeLorean parts in over 20 years. This situation arose since the Ohio storage facility kept acquiring parts as the original dealers gave up their stock, but only kept track of parts that were sold!

The current inventory includes between 200 and 300 engines, 1000 doors, 15 new chassis, original wheels and tires, and enough carpet to cover their entire facility! One part that is in short supply is the left front wing. James explained that this is because the molds are at the bottom of the Irish Sea. Afraid that DeLorean was going to move all his parts and production line to another country without paying back the loans made by the British Government, it was ordered that certain key production items be destroyed to ensure that DeLorean couldn't make more cars.

The other item in short supply is the mechanism for adjusting the seat backs. Despite the input from Lotus (see Rear View Mirror), DeLorean dictated that no Lotus content should be in the car. The only piece that is known to be common is the seat recliner mechanism – an item no longer manufactured. DMC are in discussions with Lotus to supply some of the remaining stock in order for Lotus to complete the last few Esprits!

The original DeLorean was rather underpowered for its sporty image. To rectify this, DMC has developed an engine upgrade that improves the power from 130 bhp to a respectable 197 bhp.

Private owners constitute about 20% of DMC's business. In order to support their customers, DMC have placed the complete parts catalog and service manuals on line. Stephan Wynne described this as being "great for our overseas customers." In addition to supplying parts, DMC also offers service and full restoration to concours standards. After all, for what other car can you obtain not only the correct type of hardware for your car, but one of the actual batch that was in the factory when it closed?

DMC has the rights to the "DMC" name and logo as well as the images of the car. Given that the core business is only 7000 people, the logo has provided a world wide customer base. They now offer a range of DMC clothing as well as license the car's image for models. DMC has an excellent web site ([www.delorean.com](http://www.delorean.com)) which features a web cam of their workshop so that customers can watch their car being serviced! DMC provides an on-line ([www.deloreans.com](http://www.deloreans.com)) and printed quarterly magazine to its customers.

It is good to see this tangential part of Lotus history continuing to thrive.



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## Hethel To Be Home To The Engineering Enterprise Hub

By Mark Winston,  
Correspondent to Group Lotus PLC

Norfolk is set to be home to a £4 million engineering centre of excellence thanks to an innovative partnership between Norfolk County Council, Group Lotus plc, the East of England Development Agency, South Norfolk Council and Business Link.

The Centre, which will operate as one of EEDA's Enterprise Hubs, will be built on three acres of land close to the Lotus headquarters at Hethel and feature a dozen workshops and 15 adjacent office units, meeting rooms and a range of high quality training facilities.

It will provide start-up accommodation for new and existing small businesses with tenants offered "easy in and out" terms in the expectation they will outgrow the Centre within a few years, creating room for their successors.

The new centre will be actively supported by Lotus and will provide a major boost to the region's strategy to become a leading centre for engineering and innovation worldwide. The centre will provide the ideal start-up facilities for entrepreneurs to realise their novel concepts and solutions.

Members of Norfolk County Council's Cabinet met today (Monday June 21) and agreed that the County Council should be the lead agency for the running of the Centre, backing the project to the tune of £3.25 million - mainly through a loan.

Among the benefits which the new Centre will offer are:

- \*A further opportunity to build on the excellence of Norfolk's automotive and engineering heritage

- \*A raised national and international profile for Norfolk

- \*A boost to high value business start ups which will be more likely to stay in Norfolk

- \*A major opportunity to tackle the decline in the manufacturing and engineering sectors

- \*A raising of skills at a range of levels, and a broadening of the area's economic base

Other organisations backing the project include the East of England Development Agency £500,000, Shaping the Future £340,000 and South Norfolk Council. Business Link is also providing support through revenue funding of around £40,000 per year.

If planning permission is granted, work could start on site this December with the building in operation by January 2006. A large number of courses are already planned, in partnership with City College, EAGIT Ltd, the Engineering Employers Federation and a bid is being prepared for it to become a Centre of Vocational Excellence. Further talks are already underway with universities and colleges from further afield to explore the possibility of bringing advanced level courses to the Centre.

The Cabinet report agreed by members today listed a number of advantages of having the Centre at Hethel, saying that Lotus is a world renowned company known

for innovation which would use the training capacity the new Centre would provide, as well as offering the services of some of its world class engineers.

In addition, Lotus will support the 'entrepreneurs in residence' with the use of its Test Track, Engine Test and Design resources where possible.

Members considered a number of financial scenarios but have concluded that - with tight financial management of the project - it is unlikely the Authority will be called upon to make good any revenue shortfall.

Alison King, leader of Norfolk County Council, said: "This is a tremendously exciting project for Norfolk and we have, today, taken a decisive step forward in our bid to create a centre of engineering excellence in the County.

"By working imaginatively and creatively with organisations with a world class pedigree such as Lotus, I believe we can help the spirit of enterprise in engineering to grow and prosper in the years ahead, spreading the message far and wide that Norfolk is a good place in which to do business."

Victor Kiam, Deputy Chairman of Group Lotus plc, is extremely excited about the Engineering Enterprise Hub: "Lotus has been located at Hethel for nearly 40 years and in that time has effectively founded the motorsport and automotive industries in the east of England.

"Hethel is the perfect location for this Enterprise Hub as Lotus, being an international organisation, will mean global awareness for this valuable venture.

"We look forward to welcoming into the county a new wave of exciting new business start-ups which will further cement Norfolk's position as one of Britain's leading centres of engineering innovation."

David Marlow, EEDA's Chief Executive, said: "We have a great opportunity here to build on the region's success in performance engineering as evidenced by the globally acclaimed success of companies like Lotus.

"It gives Norfolk and the region the opportunity to encourage the development of innovative and high growth performance engineering businesses of the future, exhibiting high levels of R and D and innovation, all of which contribute to internationally position the region as a centre of knowledge based manufacturing.

"EEDA's enterprise hubs are a series of pioneering projects located in areas across the region such as Hertfordshire and Cambridgeshire and now Norfolk, which build upon and enhance existing expertise and facilities and focus on providing greater assistance to start-up companies, particularly in the high-tech sector. EEDA aims to encourage the hubs to link together creating a strong technology transfer

network and a culture of sharing expertise which can only benefit the development of the region's economy. The Hethel hub will form part of the internationally recognised and networked Motorsport Valley cluster, contributing to enhancing its competitive advantage and innovation position globally."

John Halliday, South Norfolk Council Cabinet Member for the economy said: "South Norfolk has a long and distinctive heritage in motorsport and engineering. We recognised this and worked closely with Norfolk County Council to develop the concept. This project will help prepare current and future industry for the challenges of a global, cutting-edge sector. Being recognised as the easternmost point of the world-renowned Motorsport Valley is also a great testament to the potential of local firms. We are committed to preserving the existing knowledge, innovation and skills that are the pride of South Norfolk, building on the success of Lotus and Bentley for the benefit of all and creating exciting new firms in the process."

Geoff Carruth, operations manager at Business Link for Norfolk, said: "In an industry which has been hit hard by global changes, the Engineering Hub will provide a focal point for advanced training, sources of expertise, and potentially provide a basis for exploring new products and markets. In addition to having access to prestigious premises, businesses will be able to gain advice and assistance with product and process, company and skills development, and will be helped to find products, markets and expertise which have previously been difficult to access."

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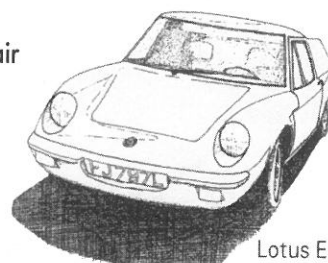
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## **From the Archives**

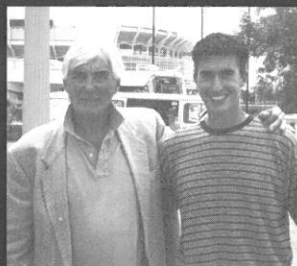
### **Lotus at Bi-Annual DeLorean Gathering**

by Tony Krncevic

If Lotus owners have a LOG, what do DeLorean owners have? A DOG? Well, not exactly—rather, they have a DeLorean Car Show, and it is held every two years in June, on even-numbered years. Similar to LOGs, DCSs are weekend-long events held in a different location each time, with a variety of activities planned throughout. Typical attendance is around 100 cars, many driven from considerably longer distances than just a neighboring state. Given the geographical spread of DeLorean owners, the DCS typically occurs in the Midwest or Mid-South, this central location making it a one-day drive for a large percentage of the population.



In June of 2000, DCS was held in Cleveland, Ohio, this author's native home. Cleveland has always had a significant DeLorean connection—the very first DeLorean ever made resides in the Crawford Auto and Aviation Museum on Cleveland's east side, and John DeLorean's Brother, Charles Sr., owns a Cadillac dealership on Cleveland's west side. Add the attraction of the Rock and Roll Hall of Fame, and Cleveland made a fantastic location for the event.



Author meets a very receptive John DeLorean.

The 2000 DeLorean Car Show in particular was a special event for several reasons: Enthusiasts were able to see the first DeLorean, a rare 24-karat gold-plated DeLorean was brought to accompany it for display (reportedly two originally produced in Ireland, plus two copies later assembled in the U.S.), and, for the first time ever and to the great delight of all in attendance, John Z. DeLorean himself came to the show.

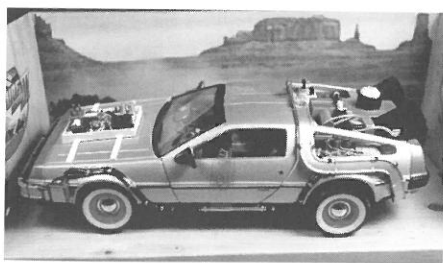
The DeLorean Car Show in Cleveland was not without Lotus content, nor without Lotus Ltd. attendance. Show organizer Ken Koncelik makes an effort to paint a complete picture of the DeLorean story by inviting cars related to the DMC-12. In addition to a Pontiac GTO, Koncelik actively sought examples of early Esprits for display at the concours, to acknowledge Lotus' parentage to the make as well as Giorgetto Guigiaro's designing hand. Two S1 Esprits were present, owned by Cleveland Area Lotus Ltd. members Ramon Alvarez and Tony Krncevic. Ramon, a volunteer at the Crawford Museum, got an especially close look at the first production DeLorean, as he was the person who prepared it for display. Two LOONY members, owners of both a DeLorean and an Esprit, were faced with the decision of which to drive to the event—ultimately they chose their Calypso Red S4!



The 2004 DeLorean Car Show was held June 17-20 at the Smoky Shadows / Grand Resort. The next DeLorean Car Show will be in Chicago, IL June 15-18, 2006. More info can be found at [www.deloreancarshow.com](http://www.deloreancarshow.com). Thanks to Ramon Alvarez and Cadillac by DeLorean for their help with this article.



Two S1s... DMC owners prodded Alvarez, owner of the white S1, to "drive the Bond car off the pier..."



Likewise, the BTTF II car with nominal detail changes is shown with the "Mill Valley" sign and streetscape behind it (ref.2441W). [photo 4] The Arizona desert appears behind the much-modified BTTF III vehicle, including replacement red wheels with moon hubcaps and white sidewalls (ref.2444W). [photo 5] All of the 1:24th cars are available from Exotocar for about \$17.25 each (1-800-348-9159).



Smaller BTTF cars have always been dribbling out of Asia, as in the Playing Mantis 'Johnny Lightning' in 1:50th scale featuring another diorama with Doc, Marty, the dog, DeLorean and white van (ref.222-06). [photo 6] A beautiful small 1:55th diecast from a Japanese company, Bandai, hooked-up with Mattel somehow, surely will find its way into the crazed Hot Wheels miasma (ref.78972). [photo 7]



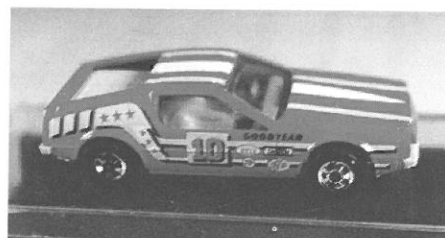
Ten years ago, while at Florida's Universal Studios' incredible "Back to the Future Ride," I picked up a number of DeLorean souvenirs including the plastic BTTF keyfob. It's in 1:76th scale produced by UCS & Amblin Applause (ref.560151). [photo 8] And about the same time, McDonald's had a "Back to the Future Happy Meal" promotion which included figures of Marty on a skateboard, a Junkmobile, Einstein's



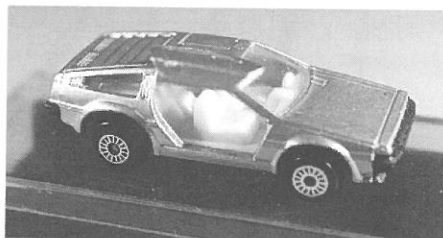
locomotive and the DeLorean with an overlarge Doc hanging out of it—all in plastic with no particular scale (ref.Amblin/McDonalds MCDXP-596). [photo 9] Incidentally, I bought the store display from a local friend for my collection with all the figures and Happy Meal box (don't ask why).



The Japanese plastic kit company, Aoshima, seems to have a corner on BTTF DeLoreans. In my "Lotus Model Cars--A checklist," I've catalogued about 14 of their kits including a "Halcyon" UK label. Picked up in the last couple of years are the 1:32nd



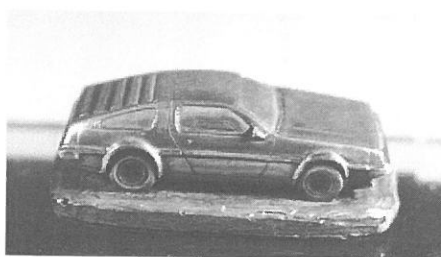
scale BTTF "Part I" car (ref.28131) [photo 10], "Part II" (ref.28108) [photo 11], and "Part III" with those retro wheels and tires (ref.28155) [photo 12]. There is a whole other "DeLorean Jr." series in 1:43rd scale, of which I have the BTTF III "Railroad" (sic) example (ref.28650) [photo 14]



Among the earliest DeLoreans is the 1:55th "Turismo" diecast by Mattel in various color and tampo designs. It is the only model that I know about which looks a lot like the Giugiaro prototype (ref.1694). [photo 15] An early Hong Kong diecast by Zee Toys (Zylmex) tried to faithfully capture the finish and opening doors of the road car (ref.P374). [photo 16]



The European penchant for HO scaled (1:87-96) models is satisfied by the Dutch BDB Modellen white metal limited edition casting of the normal car (ref.1) which was apparently issued in red and green as well as polished metal. [photo 17] And Autosculpt of England has devised a technique wherein a resin-cast ju-ju-bee is coated with a fine silver-colored powder which creates an authentic "pewter"



look (ref.DL-01). [photo 18] I've got others by them in this smaller scale of the Caterham 7, Elan Type 36 FHC, and Europa TC, and an Esprit Type 85 S3 in 1:45th scale.

— Jim Marsden

## Pit Stops

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

- October** (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
- October 2** (Sat.) CALL (Cleveland Area Lotus Limited) Annual Clambake at Gary & Sandy David's. The last of the outdoor CALL summer parties.
- October 3** (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.
- October 15** (Fri.) LEO (Lotus Enthusiasts Organization) Friday At The Track. Join LEO members for an instructional day of track time at the Summit Point Raceway in Summit Point, WV. Contact: Joseph Saturnia joseph@saturnia.org (908) 358-5314 (cell)
- October 16** (Sat.) CALL (Cleveland Area Lotus Limited) 2nd Annual Wine Country Tour. Afternoon tour of three of Lake and Geauga county wineries. We will depart at 1pm from Starbucks in the Village Square Plaza (Chagrin Blvd. exit Rt. 271) to enjoy some of the area's scenic back roads. Wine tastings will be available at all stops, with lunch about 3:30pm. Individuals are responsible for the cost of their own lunches and wine tastings. R.S.V.P. to Michael or Jennifer Rohaley (440) 205-9456, e-mail jennifer851@cs.com by October 8th.
- October 17** (Tue.) Texas Lotus Club North Texas Pub Night - Humpdinks 7pm. This is in North Dallas on Beltline between Midway and Marsh Lane. Humpdinks is on the south side of the street. 3820 Belt Line Rd Addison, TX 75001 (972) 484-305.
- October 24** (Sun.) LOONY (Lotus Owners Of New York) Breakfast Meeting. Arrive 9-9:30AM, at the Geneseo Family Diner, Geneseo, NY. Contact Tony for info and directions, tvacc@lotusowners.com, 716-689-8644.
- October 31** (Sun.) LOONY (Lotus Owners Of New York), Arrive 9-9:30AM, Breakfast at Zorbas, Lancaster, NY (Just east of Buffalo, NY), On Transit Rd., between Route 33 and Walden Ave. Contact Tony for info and directions, tvacc@lotusowners.com, 716-689-8644.

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On behalf of Lotus Ltd. we'd like to thank Skip Barber for offering this highly valuable program to Lotus Ltd. members. We encourage all members to take advantage of the highly individualized training available from Skip Barber. Happy Lotusing!

## CARS FOR SALE

**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. \$5,900. Lee, lindnerb@cofc.edu, (843) 763-2468 (SC).

**1969 EUROPA S2**, not running, body & frame good, eng. has blown crankshaft oil seal, brk. sys. shot, trim surprisingly complete/good, shop manuals. \$2,000. J.D., (850) 586-1553 (FL), catnap@valp.net.

**1994 ESPRIT S4**, 18K mi., perfect metallic silver paint. \$25,000. Jeff, (513) 706-3812 lv. msg. (OH).

**1972 PLUS 2**, stored last 15 yrs., runs, int. xln., needs paint, 56K mi. \$4,000. Tom, (718) 459-6550 (NY).

**1987 TURBO ESPRIT HCI**, metallic green, tan leather, 67K mi., Alpine, A/C, some spares. \$15,900. Glenn, (404) 964-3224 (GA), <http://hometown.aol.com/cahoona/page1.html>.



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