

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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## A Weekend in France

By Patrick Peal

James, a local farmer and old school chum of mine is an experienced club racer in the UK with a shelf full of trophies won in his red and yellow Morgan +8 affectionately known as Noddy. For the last couple of years he's been hankering after a classic sports racer; he'd checked out the possibility of acquiring a Lotus Eleven. His aim – to race on one or more of Europe's great race tracks, provided he could get a) FIA papers and b) an entry – oh, and a car!

He finally tracked down a 1957 Lotus Eleven S2 Le Mans, chassis number 319, lurking in the wilds of Scotland for 30 years and rather unloved. Once home, he contacted the renowned Victor Thomas of the Historic Lotus Register who agreed to help in the validation of this car. They uncovered a contemporary picture of the car showing it with its road registration number 418 AUU. To his delight, James found it had not been reallocated so was available to be reunited with its original car. Other bits of evidence surfaced, enough to authenticate the car and hence secure its FIA papers as the genuine vehicle.

At the same time (late 2003) James had applied speculatively for an entry to Classic Le Mans in July 2004 and was thrilled to have his entry accepted. Now the race was on – to strip and rebuild the whole car in preparation for playing its part in marking the 50th anniversary of Team Lotus.

I was delighted to get a call from James asking if I'd like to help rebuild the car. I'd already earned my spurs with him by helping to prepare a lightweight E-type replica he'd built, so it wasn't long before we were staring at the rolling chassis and a stack of the original hand-beaten body panels from Williams & Pritchard. An engine rebuild was an essential – the motor was a non-original and rare 1460cc Climax FWB with unknown history but a known weak bottom end. The engine rebuild, left to an expert, turned out to be a long-running saga with concerns over excessive oil breathing and high oil temperatures (to this day not fully resolved).

All the rest of the preparation was reasonably straightforward with a plumbed fire extinguisher, electrical cutout, better lighting, some belt-and-braces rewiring and a good sorting of the suspension. The bodywork was mostly fine with a little patching and reshaping required on the front wheelarches. The paint was fine – a very appropriate Scottish blue which suited the origins of both the car and driver.

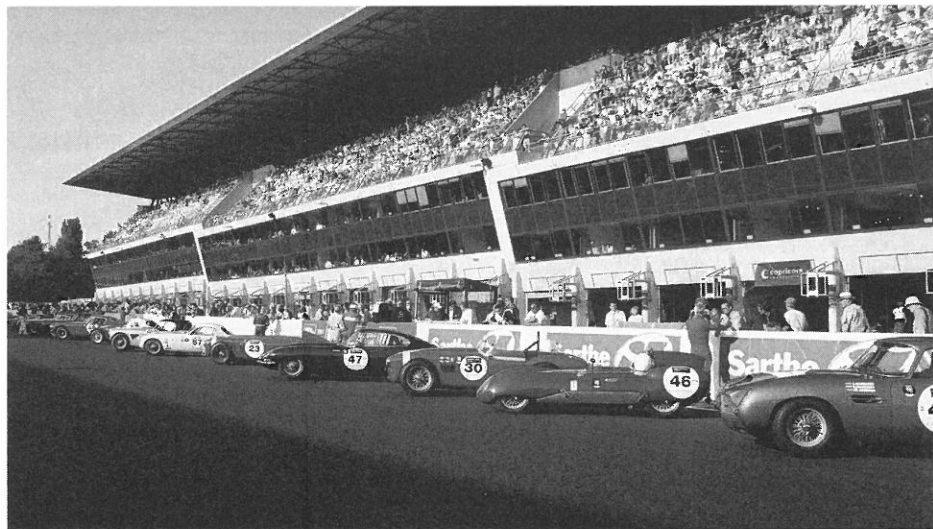
Around Easter 2004, we finally got the car running with a couple of test days booked. Fortunate, as the first was a disaster with

a fractured pipe dumping all the precious engine oil early on. The second, and last we had time for, was enough to teach us a little about tire pressures and about the motor's ability to leak and blow oil out despite more breathers than a life-support machine.

So the team came together – James had invited his long-time sparring partner in Morgans, Chris Acklam, to co-drive, with me as team manager and Vic as chief mechanic. I also invited Lotus Ltd stalwart Mark Plechaty from Chicago to join us in this great venture. We'd got all the gear including period

my Beemer and belted up and down as much of the circuit as was still open (most of it) so as to get a look at this famous and awesome track. Now I've done some track days and so on but I started getting cold shivers thinking about driving the Mulsanne at night in the Eleven at 100+ with a Porsche doing over 200 coming up behind me...

Friday dawned a lovely French day with puffy clouds and deep blue skies. What a fabulous day – yet our first practice wasn't due until 10pm. That's right – the first time James the team owner would get to drive the



Cars are lined up for a traditional Le Mans start at Classic Le Mans 2004

Photo courtesy of Old Age and Treachery Racing

costume (white boiler suits), '#419' T-shirts and with the help of Classic Team Lotus founder Clive Chapman, decals marking the 50th anniversary of Team Lotus.

Only two of us had been to Le Mans before – Chris had driven there in the previous Classic Le Mans and I'd worked there as Lotus PR man with the Esprit GT cars in the early 90's....so we were very wide-eyed novices when we arrived and met up with some of the other Morgan racers.

For a start, until we arrived we hadn't really absorbed how big the event was – there were over 400 cars entered, ranging from cars from the 20's (the Stutz Bearcat team from the US, whose team members were of the same vintage as the car...) to cars from the 70's and 80's including some awesome Le Mans greats. How would you like to race against Johnny Herbert? He was in our year group...

We spent Wednesday and Thursday sorting ourselves out, coping with French bureaucracy over crew passes, soaking up the atmosphere and coming to terms with what we were up against. One driver who'd never driven Le Mans and none of the team had run the car in anger....So we piled into

long Le Mans circuit for real would be in the dark....and the nerves were beginning to show. The dream was turning to reality and the magnitude of what we had all taken on was beginning to hit home. Would the motor hold its oil in? Would the electrical system be up to the task? Had I tightened that ball joint properly? And would the drivers hold their nerve out on the track?

Let's talk about how Classic Le Mans actually works, and who we were up against.

The organizers have come up with a great format that retains the challenge and spirit of the famed 24-hour endurance race, yet reduces the demands on rare and ancient racers – cars and teams. The entry is split into grids by decade, so we were running in grid 3 for 1950's cars, some 70 cars in total. Each grid has three forty-five minute races in the 24-hour period – a couple of day races and one nighttime. It's a massive feat of organization (one could suggest this was a contradiction in terms for the French) but it works, more or less. To make it even more true to the history of the race, the first race sets off with a Le Mans start with the

Weekend in France (Continued on page 4)

# LOTUS ReMARQUE

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Remember, Passcodes are case-sensitive.  
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Direct web-related e-mail to Michael Gulley, [webmaster@lotusclub.org](mailto:webmaster@lotusclub.org).

## Lotus Engineering to Establish Presence in India

It is being reported that Lotus Engineering, the design and engineering arm of Group Lotus, is planning to establish a 'commercial presence' in India in the next 12-18 months.

A team from the company's office in the UK has visited India to collect first-hand information on the automotive segment and engineering skills available. If the design outfit sets up base in India, it would be first major foreign automobile design firm to do so in the country.

Without giving details, a Lotus spokesperson in Malaysia said the group had already bagged two major mandates from the Indian automobile industry in the last 12 months.

The company officials also said that it is the initial study of the engineering skills in India was very encouraging and the growing automobile market in India augurs well for the engineering division of Group Lotus to open shop in India.

The company's global footprint includes engineering, design and development teams in the UK, Malaysia, United States, China and Germany. The group's commercial presence in China was started in March this year.

Lotus Engineering employs over 1,000 engineers and technicians worldwide. The engineering division offers services, capable of taking a project from initial concept and product design, through development, testing and prototype building.

## LOG 26 Proposals Sought

You've always wanted to show off your hometown highlights to your friends in the club...or perhaps you love to throw a party...or perhaps you're looking for some way to attend LOG without having to make a roadtrip out of it...now's your chance! Lotus Ltd. is currently seeking proposals for LOG 26 (to be held in the summer of 2006) and beyond. This is a chance for your local group to bring the big show home and to share the hospitality and local scenery with hundreds of your best car-loving friends. Every LOG is unique thanks to the spirit and dedication of the local groups that step up to plan and host our club's premier event every year (with some help from the national office), and if you've been thinking that it would be fun to put on a LOG, now is the time to let us know.

Members should contact a club officer for more information. Even if 2006 may not be the right year for your group, this is an excellent time to contact us for more information.

Don't forget that LOG25 is coming up in St. Louis this August. If you'd like to lend a hand for a few hours, perhaps with concours parking or at the registration desk, contact club VP Mark Pfeffer by e-mail at [feffman@yahoo.com](mailto:feffman@yahoo.com).

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## Heartbeat of America is Heart of Brunton Automotive's Stalker

By Bob Stockton

BRADENTON, FL--Brunton Automotive's Stalker is the only all-American Lotus Seven-type sports car sold in the U.S. The irony is that the Stalker is designed and built by a transplant from South Africa, which is the source of both Birkin and Superformance Lotus Seven replicas.

"If Colin Chapman had been designing today in America, I really do think that this is the Lotus Seven he would have designed," said Dennis Brunton, creator of the Stalker, which uses a Chevy S-10 as its donor vehicle.

With a Lotus Seven 1/24 Tamiya model for reference and a \$100-a-week budget, Brunton chalked out a frame on his carport floor, hacksawed and welded tubes and carved fiberglass molds to build the original Stalker at home for \$4,500 in 2 1/2 years.

"It was actually an anniversary gift to my wife, Pat, who is Stalker Fan No. 1," Brunton says.

Using the criteria of a lightweight space frame and inexpensive, reliable and readily available components, Chapman and Brunton are definitely on the same page. Brunton's Stalker, however, is more American in the size, weight, power and torque departments. The Stalker is a little more than 100 pounds heavier than a Birkin, is about four inches wider and has a five-inch longer wheelbase.

"You don't really notice the size differential unless you park the two side by side," Brunton says. "The Stalker's a little wider because of the Chevy bellhousing and the seats I've chosen. It's as big as it needs to be and no bigger."

"The Camaro/Firebird rear axle was too wide, but the S-10 rear axle was about right, and it came with a five-speed manual, too. We had a donor vehicle," Brunton said.

The extra inches are more than made up by the Chevy V6 that powered the Chevy S-10, or the Camaro and Fiero GT. The 60 degree engines used in the Stalker come in two versions, 2.8 and 3.4-liter producing 160 and 180 horsepower. The 3800 Series 2 Buick/Pontiac 90 degree V6 is used as a "Super Stalker" option.

All three engines produce good old all-American torque at very low RPM compared



Photo courtesy of Bob Stockton

with imported car or motorcycle engines. The supercharged version of the 3800 generates 270 horsepower and 300 foot pounds of torque, which puts the Super Stalker into the ultra high performance category.

Brunton got his idea for the Stalker in the late 1990's. Two and one-half years of hacksawing, welding and carving bucks for fiberglass molds later, Brunton had his first Stalker.

He ran some ads in kit car magazines and began taking orders. He has delivered 50 kits and has a three-month order backlog.

"The beauty of using Chevy S-10 components is that everything is under stressed," Brunton said. "You can give the little car everything you can stand, and everything holds up... except of course, the tires."

He also is designing a trailer specifically to carry a Lotus Seven type car, some spare wheels and tires and tool chests and expects to have it ready for production this year.

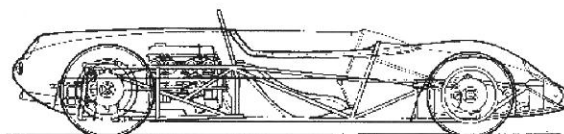
Compared with a Lotus Seven, the

Stalker has two defining styling touches: a hood scoop and exhaust headers. The hood scoop was born of necessity to clear the top of the engine, and Brunton fashioned it into a thing of beauty. "I designed the front end piece by myself, and it looks exactly like I wanted: a lot of Lotus Seven with a little sprint roadster," he says.

He maintains both a web hotline just for his customer/builders and a Builders' Forum. "They're not for the general public, and there's a tremendous amount of information passed around," Brunton says.

Brunton Automotive can be contacted via the web at [www.stalkerV6.com](http://www.stalkerV6.com) or by phone at 941-795-6068.

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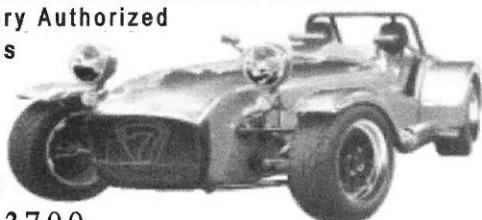
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## WEEKEND IN FRANCE (Cont. from page 1)

drivers running across the rack to their silent steeds. You'd think that the generally 'mature' drivers would take it easy legging it across the track and setting off, but not a bit of it. The red mist affects the over-fifties just as much as it ever did. How none of the Le Mans starts I watched that day didn't end up in a pile-up I'll never know....but the organizers had planned for problems by bunching the cars behind the pace car (which we saw a fair amount over the weekend) after the Le Mans start so that they could then reform into the correct grid for the conventional rolling start.

Within each race we had a mandatory pit-stop window for the driver change. If a team didn't want to change or had only one driver, the driver had to get out, walk round the car and get back in again to wait for the mandatory one minute pit stop to finish before roaring off again.

Our grid featured a glorious mix of Astons, Alfas, Austin Healeys, E-types, a couple of Oscas, some of our Morgan friends, a Porsche 356 or two and a thundering Chevrolet Corvette. The drivers included some of the great names of sports car racing such as Tony Dron driving a glorious Ferrari 246S and the aforementioned former Team Lotus F1 driver and Jaguar Le Mans winner Johnny Herbert piloting a ferocious D-type (reputed to be Mike Hawthorn's Le Mans winner). We were up against several other Elevens, including one from a very professional team campaigned by the ex-pat principal of a Lotus dealership in the USA. Not to put too fine a point on it, we, probably the only all-amateur team in our grid, had thrown ourselves right into the thick of the *crème de la crème* of historic sports car racing.

Back to Friday evening – James became more and more silent as our 10pm practice and qualifying session arrived. He'd agreed with Chris that the aim was to get round and onto the grid, not go for any heroics. James went out, did a couple of laps and came back very subdued indeed. When he could speak, he muttered about not having a clue where the track went and not being able to see cars coming up behind him, despite having three mirrors on the car – clearly a scary experience that he just had to face up to. He went off again and pounded round the track some more, not reducing his lap times but just



Photo courtesy of Old Age and Treachery Racing

Lining up for the start at Classic Le Mans 2004.

loading it all in. He came back in right at the end of the session and let Chris go off to get a single lap under his belt.

After the session, it was a very subdued James sitting at the back of our garage while Mark and I checked over the car. The motor was blowing oil out which glistened on the underside of the hood, around the bellhousing and on the bellypan. It looked awful but a quick wipe round with paper towel, a spanner check and we were finished with nothing else needing doing. So far so good as far as the car was concerned – and we knew that a little oil mist went a long way!

Part of the deal for paid-up teams at Le Mans is free access to the hospitality tent just behind the pitlane – basically a giant 24-hour canteen serving great food. So this became our second home and we split our time between there, our garage and occasional trips to the hotel for forty winks, a wash and clean clothes. It's amazing how all consuming the event becomes – normal life and the passage of time is held in suspense. I swear the weekend felt much longer, maybe because we were awake and stuck into racing for so much of Friday through Sunday.

There's also a fantastic camaraderie amongst the competitors – sure, we all wanted to beat as many people as possible and no doubt there were many there who aimed to win (not us – we weren't that unrealistic!) but above all we all wanted to enjoy a memorable and rare weekend of racing on the Sarthe circuit. So there was plenty of assistance available in the paddock if required – even advice. That's the joy of 'amateur' racing – it's not about winning at any costs for the sake of your career.

We had a few hours' sleep and a good breakfast back at the hotel and then back to the track to prepare for the first race, which for us was around 5.30pm. We went round the car checking and rechecking, set the tire pressures a bit lower, made sure all the

mirrors and lights were correctly set and also ensured the vital onboard video cameras were ready. You couldn't put all this effort in and go home without a record of it!

There was plenty of time during the morning to wander round the pitlane and paddock area, with all the circus and funfair atmosphere to soak up too. Some of the major OEM's see events like this as increasingly important in their marketing program, typified by the large Aston Martin factory contingent with a clutch of their latest models. A lone Enzo was spotted on display in one of the paddocks – turned out to be a customer car (probably Nick Mason from Pink Floyd, a renowned historic racer). How on earth Ferrari make a paint that looks so like freshly-poured blood beats me – just looking at the car made the hairs stand up on the back of my neck...

James had brought his delightful girlfriend Suzanne along. It was an evocative trip for her as her dad is the well-known former sports car racer (and also a local farmer) Jack Sears. She found it a moving experience to meet people her dad used to race with and against. The experience reached a high when she discovered the Shelby Cobra he raced at Le Mans was there in the hands of his former teammate Bob Bondurant. There's a lot of emotion at Le Mans...

For me, an early high (quite literally) was the view from the top of the pitlane grandstand. It's some six stories tall and commands spectacular views over the track and surrounding countryside. Even better still was the view from there in the early hours of Sunday morning – that's when you really understand the passion this sport arouses. It's a very solitary yet intense experience when all you see is headlights and all you hear is the blare of the exhaust bouncing off the empty grandstands.

Well – as the bewitching hour neared, the tension rose too. This is a non-championship event 'just for fun' but it is a very serious business out on the track!

I've already mentioned the Le Mans start – bear in mind that some of the drivers are not in the first flush of youth and their build has expanded over the years. Yet they all pelted across the track, fired up their cars and floored everything when the flag dropped. It

Weekend in France (Continued on page 5)



(l-r) Patrick Peal, Vic Thomas, Suzanne, James' son Guy, Chris Acklam (co-driver) and James (seated in car).

Photo courtesy of Old Age and Treachery Racing



## WEEKEND IN FRANCE (Cont. from page 4)

was a maelstrom of sound and fury, which amazingly everyone emerged from still going in the right direction. They all roared up the hill and out of sight.

Next time we saw them, our grid was bunched up behind the pace car coming through the chicane at the start of the pitlane straight. The pace car peeled off and the racing was at last under way.

For the Eleven, our target lap time was around six minutes. It's a long time for the pit crew to wonder what's happening with no radio link. So each lap that James reeled off in that first session seemed to take an age and the relief when the little royal blue lady appeared at the beginning of the pit straight was immense.

Soon it was pit stop time. We'd practiced in the garage but when the adrenaline's going and there's action all around it's quite a different matter. Fortunately (thanks, Lady Luck) all went to plan and a sweaty red-faced James stood back and watched as Chris went off to finish off the first race with a couple of laps. At the end of round one, Old Age and Treachery Racing (that's us) finished a creditable 29th on elapsed time and a fantastic 14th in the Index of Performance (another piece of the unique Le Mans experience). Amazingly, we'd beaten J Herbert Esq despite him having blitzed the fastest time for our grid. To finish first, first you must finish, as the saying goes – and his motor had let go in spectacular fashion leaving him to come home on the breakdown truck and take no further part in the weekend. We were just six places behind celebrated Lotus racer Malcolm Ricketts in his lovely Lotus Elite, who was one of our 'bogey' cars – the ones we reckoned we should measure ourselves against.

So the smiles started to show – maybe we hadn't bitten off more than we could chew. And the car, despite a film of oil everywhere, was otherwise in good shape.

Our next outing was set to start in the wee small hours – around 3.30am. It was cold, very dark and a very strange experience, not just because my metabolism was complaining that I should really be tucked up in bed instead of wandering around a bunch of valuable and fast racing cars. The start was fine, then just a lap or two into the race, the pace car came out. We managed to pick up from the tannoy that there'd been a bad accident on the Mulsanne. So it was with some relief that we saw our Scottish lady in the pack. The race was effectively red-flagged after four laps, with our car awarded a fantastic 17th place on the road, one place ahead of Malcolm. This gave us a 7th on the Index – amazing! The drivers were starting to pick up the pace too as they gained both experience and confidence. Once again, the car needed no more than a spanner check and a good wipe down. We didn't even need to add any oil. Who said Lotuses were fragile? We piled into the car and wearily went to the hotel for a couple of hours' sleep to freshen up before savoring Sunday at Le Mans in all its glory. The place was heaving – car clubs and motorsport enthusiasts from all over Europe coming to the shrine of long-distance motor-racing and enjoying this fantastic tribute to Le Mans drivers and cars of the past.



Photo courtesy of Old Age and Treachery Racing

Night duty at Le Mans

And so to the last race – we could hardly believe that it was upon us. This was where it all came together – the pitstop was sharp and professional, James had found around 30 seconds over the weekend and Chris was within half a second of James' times too. The tension was unbearable as the two drivers gradually gave the Eleven its head to see what she could really do. Could they make up some places? Yes! Could we actually achieve a 100% finishing record?

I counted the laps down, willing the digits on my lap timer and every time the old girl faithfully came past on time and on song. Come the last lap, all of us were on the pit wall to shout and cheer as our Eleven came past us for the last time. I'm not ashamed to say I felt a tear on my cheek too – we'd achieved something really special without realizing beforehand just how big a mountain we were trying to climb. Luck? Sure. Naïveté? Definitely, at least as far as I was concerned. But we still had to get there and do the job.

There were several that didn't make it to the finish. The accident on the Mulsanne was an example. The victim was a beautifully prepared and very quick E-type from the next garage to us – he'd overshot the chicane halfway down the Mulsanne and taken the escape road. The marshal held him there rather than letting him back onto the track, only to be tailgated by another car doing the same thing. The impact caused both cars to burst into flames with one driver needing treatment in hospital for burns. It was a salutary reminder for us as we were clearing up after the race to see the E-type being brought back in a very sorry state and returned to its owner.

We finished 26th in the final race, one place ahead of Malcolm – ever the gent, he came over and shook our hands. It was a shared achievement,

competing in three comparatively long races in a 24-hour period, and we knew it.

When the overall results were posted, we'd come 20th overall and 10th in the Index. Not bad for a bunch of amateurs on their first outing with a new car... The dinner that night was a very cheery affair with champagne flowing like water – almost!

It was a strange feeling rejoining the 20th century next day driving up through France to the Eurotunnel. The trip was enlightened by having a 50-mile 'race' with a new Bentley GT – but still a shadow of the thrill of being part of a team competing at Le Mans.

So what's next? James hasn't yet revealed his race plans for 2005 but he is building a new race motor the way he wants it. Hard to believe, but he simply put an advertisement in the local newspaper – 'wanted, fire pump' – and an old lady offered him a working Climax firepump for less than \$1000!

I'd like to thank Mark Plechaty for his help – we awarded him honorary 'British mechanic' status and have entered him for BARMY (British Amateur Racing Mechanic of the Year) as well...

And what about Classic Le Mans in 2006? Simple – form a line behind James and me! I'll remember Le Mans in 2004 for a very long time.

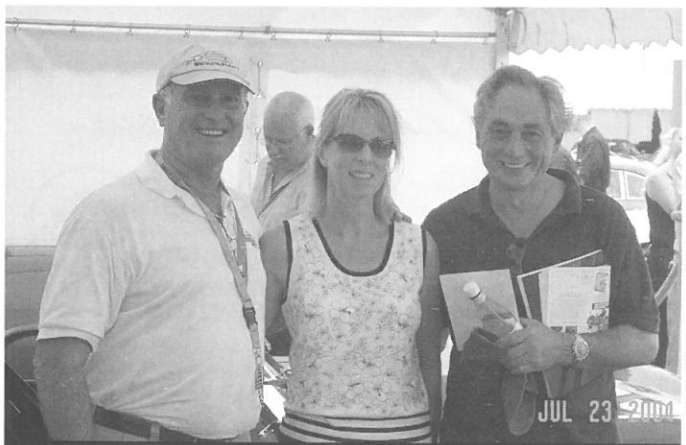


Photo courtesy of Old Age and Treachery Racing

Bob Bondurant with Suzanne Sears and James Paterson

## ACROSS THE POND

By Gordon Morris

Now that we're halfway through March – as I write this – winter is receding fast and spring is nearly here. Overnight frosts have given way to mild, bright days and there's just enough daylight to do some work outside before tea.

The ides of March, in Roman terms, mean that the opening event of the UK and European Lotus season is almost upon us. For as long as I can remember, Club Lotus have put on a two day show to open the season. At first, the venue was the agricultural showground at Stoneleigh near Coventry, but for the past decade or so the show's home has been the Exhibition Centre at Donington Park race track near Derby. This is an ideal venue, pretty well in the middle of the country, with East Midlands airport on the doorstep and the M1 – the main north-south arterial road system – only a couple of miles away.

But Donington has even more to offer. The race track, home of epic pre war Grands Prix, was returned to its former glory by the amazing Tom Wheatcroft and hosted the 1993 European Grand Prix. In pouring rain, Ayrton Senna started from some way back on the grid, was in the lead by the end of the first lap and won Donington's only post war Grand Prix in great style. Tom Wheatcroft had been collecting racing cars informally for some time – then, they were nothing more than obsolete racers, of little use to anyone. Tom built a museum to house his collection, which is now perhaps the world's foremost assembly of Grand Prix cars. What the Barber collection in Birmingham AL is to motorcycles, Donington is to Grand Prix cars. It's really that good.

The Donington weekend kicks off at about lunchtime on the Friday as the Exhibition Hall opens, space is allocated and everybody meets up again to renew old acquaintances. This is when the real trading is done – between traders themselves – and the pace is fast and furious as trade and autojumble stands are set up, transport unloaded and all got ready for public opening on Saturday morning.

A few years ago, our resident gourmet discovered an outstanding local village pub that had received rave reviews for its cuisine, so we've made a visit to this hostelry a fixture for our Friday night dinner. A tip for US visitors to the UK – out of town pubs often provide the best food at the best prices. Take a tour round the villages and check out pub car parks. A pub with a full car park in midweek has got to be outstanding.

The Lotus Show opens to the public at 10.30 on the Saturday, but by then we've been there for a couple of hours already. Final set up is all done, inter-trader trading ends, the doors open and in flood hundreds of Lotus people from all over the world. There's plenty to see and do; most of the UK Lotus dealers and parts specialists are there, as are the Lotus Clubs with their displays. A large autojumble takes up a part of the hall; this ranges from moderately serious traders like yours truly to owners and restorers clearing their garages. During all of this, Club Lotus organise a series of technical lectures by acknowledged specialists on such topics as buying a Lotus car, rebuilding the engine and transmission, changing a chassis and so on.

Saturday tends to be the busier of the two days, so a lot of business has been done by closing time. There's just time for a quick wash and change before we assemble for one of the several dinners – formal or informal – that have sprung up on the middle evening of the Show. For a few years now, I've arranged for an international band of friends to join Club Elite at their annual dinner in a local farmhouse hotel. The Club always manages to gather together some worthy Lotus personalities each year; so far this year, they're being a bit cagey about who's coming but I expect that some of those who attend may well feature at LOG 25 in August.

Early Sunday morning is a good time to see the Club stands and to take photographs before the hall fills up. Business is less brisk, usually, so there's time to visit other traders, have a decent lunch and strike some last minute deals. Then it all gets busy again as the public leave and most people dash round packing up and getting ready to leave. I prefer to pack up my kit and go for a cup of tea till it all dies down, so that I can get my car close to the stand, pack everything in and head off home. About three hours and 150 miles later, I'm back where I started and that's the 2005 UK Lotus season on its way.

Donington is the nearest we Brits have to a LOG, and probably the closest we ever will. I'm often asked why there isn't a UK LOG, on the same lines as those your side of the pond. There's not a simple answer to that fairly obvious question, but several factors apply. Firstly, there are precious few hotels in the UK outside London that could accommodate the several hundred people who might attend at an affordable price. Secondly, there's resistance in many quarters to an event as formal as a LOG, with the associated travel and accommodation costs over a long weekend. Finally, probably the prime reason, is that we have a sort of LOG which suits our requirements well and, because of the geographical contrast between North America and the UK, we tend to see each other several times a year anyway.

As an alert, discriminating and fortunate person – like I tell everyone I am – I really do have the best of both worlds. I kick off at Donington in March, and there's something good every couple of weeks in the UK and Europe until event fatigue begins to set in at the end of the summer. Then I'm off to LOG to meet friends old and new in uncharted waters and to enjoy quite a different experience.

So – and I seem to have taken a very circuitous route to the point of this piece – I know that my US friends who brave the eastward flight to the old world in March have a great time and are received every bit as well as I am when I cross the pond in the other direction. Yes, I know the exchange rate is a bit fierce for you, and hotels and car hire seem expensive. But we Lotus Brits are a friendly people, there's plenty to see and do and the memories of a good time among warm friends lasts a long time.



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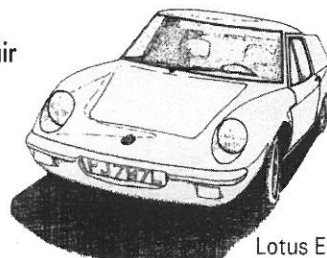
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## Magazine Watch

By Foster Cooperstein

(UK)

See the February issue of Classics for a 6 page comparison of the Esprit (an S3) and the DeLorean. The author found it to be no contest as far as comparing the cars performance. It was all Esprit. But the DeLorean is still a car that turns heads and has a story to it!

Are you a Caterham enthusiast? The March issue of CAR has a 4 page article about the new ownership, the CSR260 and the future of Caterham. To be available in the UK for about \$70,000, the CSR260 is the wildest Caterham yet - 260bhp, 482bhp/ton and 3.1 0-60 times.

Thoroughbred & Classic Cars (March) recommends the 1980-1987 Esprit Turbo as a bargain super car for \$19,000. Be sure to get one that has maintained and observe the cam belt change service interval.

There is a 4 page Elan (1963-1974) buyer's guide in the same magazine. The bottom line is to buy the best car you can afford.

The February issue of Motor Sport includes a 5 page article about Nigel Mansell's Lotus days. This was a turbulent time and Mansell was not a favorite of the Team. As chief designer Martin Ogilvie said: "... Man, machine and company never hit it off."

Mike Anthony, an early Lotus racer, is the subject of a 3 page profile in the March issue of Motor Sport. Anthony was one of the first to buy a VI and also raced a X and an Eleven. He also built a special purpose transporter for his Eleven.

Got \$40,000 to spend on a sports car? The April issue of EVO compares a dozen cars, both new and used. Upholding the Lotus name is a 3 year old Exige. In the end they reduced the list to 6 cars - 2 new and 4 used - including the Exige. While there was some question about the Exige as a daily driver there was no question when it came to picking a track day car - it was the 1st choice. And with that came a warning - most Exiges have lived a hard life and should be carefully gone over before buying a used one.

The 17 February issue of Autosport lists their 10 greatest F1 races of all time. Included in the list are Rindt's unbelievable catching of Brabham at Monaco in 1970. Rindt, in his 49C, forced Brabham into an error as the cars approached the final corner on the final lap. Brabham went off and Rindt flew by for the victory!

See the April issue of Octane for a comparison test of the Alfa Romeo TZ1 and the Shapecraft Lotus Elan 26R.

(US)

There's a market guide for F2, FB and Atlantic cars in the February issue of Vintage Racecar Journal. Depending upon condition, a 32 goes for \$40-50,000; a 41B for between \$35-45,000, a 48F2 from \$50-70,000, a 59B from \$40-55,000, a 69B for between \$45-65,000 and a 69F2 for between \$75-95,000.

Sports Car International names its top 10 sports cars of all time in its March issue. While the Elan and Elise were included in several of the 6 reviewer's lists, neither garnered enough points to make it into the final list that was topped by the Ferrari 250 GTO. The Elise did squeeze in at #10 on the readers' list (which was topped by the McLaren F1).

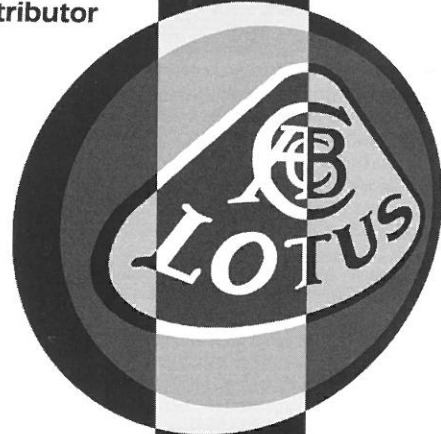
The March issue of Road & Track rated the Elise the 4th best all-around sports car. While they found the car to have deficiencies as a road car, the author concluded his blurb about the Elise by writing "... the Elise's shortcomings can easily be overlooked when you're driving into the apex of a corner, leaving a Porsche or BMW in your wake." Topping the test was the Corvette Coupe.

### Lotus Rendezvous at the Glen July 15th & 16th 2005

The LOONYs (Lotus Owners of New York) would like to invite one and all to the Lotus Rendezvous at the Glen. July 15th and 16th, 2005. Corning/Watkins Glen NY.

Reception at the Corning Radisson, (HQ for the event), on Friday evening with finger foods and a wine tasting. Drive on Saturday morning to the Watkins Glen International Race Track where the track is hosting the Fingerlakes Wine Festival. Then later in the afternoon and early evening, a car show and pig roast at the Watkins Glen State Park. Full details available at <http://www.lotusowners.com> or you can call Tony Vaccaro at 716-689-8644.

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## Pit Stops

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

- April (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63rd St. Grill from 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.
- April 1-2 (Sat-Sun)** ALCC (Alabama Lotus Car Club), will attend the HSR event at Barber Motorsports with Car Corral in Expo Center and/or Paddock. ALCC/Lotus, Ltd. member Jim Roberts will race his Lotus 47, Lotus 7 and Sprite. Contact Mike Pearce at ktratom@aol.com or 205-951-7031 for details
- April 6 (Wed.)** Club ALE (Austin Lotus Enthusiasts) regular monthly meetings At Rudy's BBQ on 183. 7 PM, Visit [www.clubale.com](http://www.clubale.com) or email [dacia@clubale.com](mailto:dacia@clubale.com) for more information.
- April (2nd Saturday of every month)** LOST (Lotus Owners South Texas) Monthly Meeting, Star Motor Cars, 10am. Meeting, cruise and lunch.
- April 10 (Sun.)** Western PA LL, Sunday Brunch, Location TBA, Noon, More info at [westpa.lotusfury.com](http://westpa.lotusfury.com), Christian Kahle, 412-736-9400
- April 12 (Tues.)** ALCC monthly meeting at Buster's in Hoover Square Shopping Center, Birmingham. Meeting starts at 7:00 PM. We will discuss plans for the May Tannehill Car Show in Birmingham and the Walter Mitty at Road Atlanta on 4/30-5/1. Contact Mike Pearce for details.
- April 16-17 (Sat. - Sun.)** Florida Lotus Club attending the Key Largo Exotic Car Rally. For more info, contact Peter: [lotus\\_esprit@adelphia.net](mailto:lotus_esprit@adelphia.net)
- April 17 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Bergen Family Diner, Bergen, NY (just west of Rochester off the 490). At Routes 33 and 19. Contact Tony Vaccaro 716-689-8644 or email at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com)
- April 17 (Sun.)** NELLI (New England Lotus Lovers, Inc) is hosting a fun run for all Lotus cars on. Starts at the rest stop at the Mass/NH border on Route 95 and ends with lunch in Kennebunkport, Maine. For details go to <http://www.nelli.org/forum/viewtopic.php?t=54>
- April 19 (Tues.)** 7 p.m. Texas Lotus Club--Dallas. Third-Tuesday-of-the-month Pub Night. The Londoner, Midway at Beltway, Addison, Texas. 7 p. m. Contact: [marthaclinkscale@yahoo.com](mailto:marthaclinkscale@yahoo.com) or [thomas.bohmier@broadwing.com](mailto:thomas.bohmier@broadwing.com)
- April 24 (Sun.)** Texas Lotus Club--Dallas. All British Car Day (ABCD). White Rock Lake Park (east side of the lake), Dallas. Contact: [thomas.bohmier@broadwing.com](mailto:thomas.bohmier@broadwing.com)
- April 24 (Sun.)** Lotus Enthusiast's Organization (LEO) NJ/NYC Area: Drive/visit to the proposed Alpine Motorsports Club in PA. Starts at Cracker Barrel, Clinton NJ (Exit 15, Interstate 78) INFO & RSVP: Atwell Haines 973-927-3765 Evenings or [carbuff@lotusowners.com](mailto:carbuff@lotusowners.com)
- April 29 - May 1 (Thur. - Sun.)** LLSE (Lotus Limited South East) Walter Mitty Challenge historic racing event at Road Atlanta. Weekend of vintage racing. Doc Bundy's X180 race car will be there racing. Large Lotus club car corral. Lotus will have an Elise there for autocross. Contact Brian Skeoch for specifics.
- May 1 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Geneseo Family Diner, Geneseo, NY On the "main" street of Geneseo. For more info contact Tony Vaccaro 716-689-8644 or email at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com)
- May 4 (Wed.)** Club ALE (Austin Lotus Enthusiasts) monthly meetings At Rudy's BBQ on 183. 7 PM, Visit [www.clubale.com](http://www.clubale.com) or email [dacia@clubale.com](mailto:dacia@clubale.com) for info.
- May 10 (Tues.)** ALCC (Alabama Lotus Car Club) monthly meeting at Buster's in Hoover Square Shopping Center, Birmingham. Meeting starts at 7:00 PM. Final plans for the Tannehill Car Show will be reviewed. Contact Mike Pearce at [ktratom@aol.com](mailto:ktratom@aol.com) or 205-951-7031 for details.
- May 14 (Sat.)** ALCC will participate in the annual Tannehill Car Show in Birmingham with production and race/race prepared classes for Lotus. The Barber museum will have an interesting display as well. Show will include British/European marques from clubs in surrounding states. Contact Mike Pearce for details.

## CARS FOR SALE

**1990 ESPRIT SE**, pearl white, dark charcoal full leather int., charcoal carpet, smoked glass roof panel, orig., xln., wheels refinished, new Bridgestone RE750 tires, vlv. adjustment, 5K km. on new cam belt, water pump & belts, Momo steering wheel, many extras, 39K km. Cdn\$39,999. Jamie, (905) 356-1641 (ON), [caswells@vaxxine.com](mailto:caswells@vaxxine.com).

**1963 LOTUS SUPER 7**, Cosworth 1500, street car, prof. eng. & trans. rebuild in '97, 116E block bored 0.060" over, dual Webers, Crane Ign, SVO "C" cam, braced rear axle, strengthened trans. mount doubler plates, SuperStarter, Minilite-type rims incl. spare, spin-on oil filter/pump, dual cooling fans, recent brk. m/c and outer brake lines, v. clean. Galen, [glm811@earthlink.net](mailto:glm811@earthlink.net) (CO).

**1983 DONKERVORT SUPER 7**, 4K mi., Lotus TC eng., Dellortos, 4-sp. semi-close-ratio box, xln. \$21,500. Jim, (248) 723-9592 e (MI).

**1987 VIKING**, reproduction 7, Mazda 12A drive train w/ Racing Beat intake & exhaust, Dellorto 45, runs great, reg. & PA inspected. \$14,000. Matt, (610) 942-7650 (PA), [mhartn@hotmail.com](mailto:mhartn@hotmail.com).

**1998 CATERHAM SE SUPER 7**, 1600 Ford Kent eng. (100 hp), 4-sp., live axle, competition exhaust (side-exit muffler), increased-capacity rad., full-body red paint, black-cloth adj. bucket seats, Motolita steering wheel, heater, swept wings, tonneau, side curtains, soft top, luggage rack, VA title. \$23,000. Bruce Kramme, (941) 924-4468 (FL), [bkramme@erols.com](mailto:bkramme@erols.com).

## PARTS FOR SALE

**FOR EUROPA TC.** S/S header/exhaust sys., new muffler, never mounted, \$300; new Gilmer belt drive, crank & W/P pulleys, 2 new belts, \$85; rear Addco sway bar, new, \$200; pr. of flip-up gas caps, like new, \$55; water transfer pipe, cyl. head to rad., new, \$100; alt., perfect, \$100; adj. lower links, chromed, \$120; A/C unit; set of 5 mag wheels; full eng.; 352 trans.; shift linkage; more. Jeff LaVigne, (520)744-1129 (AZ).

**WEBER HEAD**, all new, .520 inlet cam, .450 exhaust cam, 1.625 inlet vlvs., 1.375 exhaust vlvs., done by Kenny Doole, \$5,300. Earl Myers, (419) 435-1354 (OH).

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