

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



In This Issue:

- LOG 25 Speaker: Bob Sparshott
- LOST Discovers a Castle
- Track Day Insurance
- Elise Technical Assistance
- Across The Pond - Gordon Morris

July 2005

Volume 33, No. 5

LCU Parts Manager Joe Zodorozny Passes Away

It is with deep sadness that we tell you of the loss of a member of the Lotus Cars USA staff. Joe Zodorozny, Parts Manager passed away suddenly Wednesday June 29, 2005 while traveling on business for LCU. Joe joined the staff of LCU in 1999. Joe was one of the nicest all around good guys you could have the pleasure to know and will be deeply missed by all. He leaves behind a wife, Heidi, and one daughter, Ashley, who just graduated high school this year. Our thoughts and prayers are with them in this time of sorrow.



Guess Who's Coming to LOG 25?

News has it we will be hip deep in Lotus dignitaries for LOG 25. Everywhere you look, the people that helped to make Lotus and continue to improve the breed will be parading about the Sheraton Westport hotel in St. Louis.

Let's take it from the top. Group Lotus CEO Kim Ogaard-Nielsen will join us Saturday evening to celebrate the current state of affairs from the Lotus factory, only to be followed by his Captain of Production Operations, Luke Bennett, to give us a virtual tour of the factory itself. Aren't computers fun? I assume the gang from Lotus Cars USA, Duke Hale, John English and Mark O'Shaunnessey will be on their best behavior since the boss is in town from The UK. I told John they couldn't wear suits this year. Makes we slobs in shorts feel, well, like slobs. Certain persons at LCU, who shall remain anonymous, tell me John does a great Elvis impersonation.

Not one to hide from the spotlight, Robert W. Dance, chief mechanic to many Lotus racing greats will offer us the skinny on how they really won all those F1 Championships. And that's just Saturday!

Clive Chapman and Chris Dinnage, of Classic Team Lotus, will join us to see their

latest restoration, the Lotus 102B on display in the hotel lobby, the LOG 25 concourse and on Monday they'll see all their hard work truly come to fruition at Gateway International Raceway as Andy Barron chases after them in his Lotus 61. Go, Andy, go!

Sunday, after the night before fades away, we will get to enjoy some much needed rest cruising around the Missouri countryside to take in the wonderful scenery. Later, in the evening, Lotus mechanic Bob Sparshott will prove, once again, team spirit goes a long way to capturing both a team and driver F1 Championship. I'm sure Bob will have some pointers for our Cortina-owning friends too. Gary David, take notes!

If you haven't reserved rooms at the Sheraton Westport hotel, now is the time. You can reach the Sheraton at (888) 625-5144 or (314) 434-5010. Make sure you tell them you are with Lotus Ltd. or LOG 25 for the lower room rate.

OK we've got everyone but who's missing? Oh, you! That's right, we've put LOG 25 together for all Lotus enthusiasts to enjoy. So don't just sit there, go to www.LotusCarClub.org, print off a registration, fill it out and send it to Lotus Ltd. headquarters (with money of course) and "Meet Me In St. Louis".

LOG 25 Sunday Evening Banquet Guest Speaker Bob Sparshott

The son of a carpenter, Bob Sparshott was born April 27, 1944 living most of his early life in the country hamlet of Gustard Wood, near the Roman town of St. Albans. He was educated at Roundwood Park School, and later at Hatfield College.

Bob started his journey with Lotus Components at Chestnut in 1962, later joining Lotus Cars service section based at Panshanger Aerodrome. Bob worked on all road going Lotus models, whilst learning the trade. (Some 'Elevens' and 'Seventeens' appeared, as street legal).

Having successfully transferred to 'Team Lotus' in 1964, Bob worked under Bob Dance on the Lotus Cortina Racing Team. During 1964 whilst with Cortinas in the States, he was seconded on to the Lotus 'Indy Team' along with R.W. Dance to assist in rebuilding cars crashed during testing at Trenton by Walt Hansgen then later helped with further repair work at Milwaukee where A. J. Foyt drove the Hansgen car. Bob worked a record number of hours in a short period (refer R.W. Dance's diary). In 1965, while with the racing Cortinas at Monterey in California, Bob was called to Indianapolis with R.W. Dance to assist the Indy Team. Bob stayed for qualifying and the race and pit signalled from the wall during the Indy 500 where Jimmy Clark was victorious in

the Lotus 38. One week later he was sent to Mosport to help on the notorious (Shall we say less then stellar?) Lotus 30 sports car, which was not much fun.

In 1966 Bob was transferred to the newly formed F2 team to mechanic the F2 type 48 car driven by Graham Hill for the 1967 season. In 1968 Bob, Trevor Seaman and Graham Hill moved to the F1 team with the cutting edge Lotus 49 Grand Prix car. A trying year with the deaths of both Jim Clark and Mike Spence, Graham secured his second and Team Lotus' third World Championship.

Bob left Team Lotus at end of 1968 due to disagreements with Colin, starting his own business as a supplier of engineering parts to F1 race teams. Bob formed and ran his own F2 racing team (Space Racing), partnered by John Woodington. Later ran privateer driver Michael Buettler in a Type 701 March F1 car in restricted events. For 1976 he ran a Surtees TS 19 for Henry Pescarolo, and in 1977/78 ran a March 781 then a McLaren M23 for Brett Lunger for the whole World Championship series and Nelson Piquet in three Grand Prix - Monza, Austria and Holland. During the



A Youthful Bob Sparshott and (now) Sir Jackie Stewart

1980s Bob ran the BS Automotive F3000 team, winning the first ever F3000 European Championship with Christian Danner driving a March 85B.

Bob retired from racing in 1988, and since has concentrated on running his engineering company, Sparshott Technologies Ltd., producing motor sport components. He was successfully proposed for membership of the British Racing Drivers Club in 1995, and enjoys golf and gardening, and watching motor racing.

Photo courtesy of Bob Sparshott

LOTUS REMARQUE

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To access the "Members Area" section of the website (www.lotusclub.org), use the 7 digit Member Number and Personal Passcode from your Membership Letter.

Remember, Passcodes are case-sensitive.
(Use upper and lower case letters, as supplied to you.)

Direct web-related e-mail to Michael Gulley, webmaster@lotusclub.org

The President's Corner

"Summer, it turns me upside down. Summer, summer, summer it's like a merry-go-round!" The Cars (A popular band from the 1980's) sang no truer words to describe the time between spring and fall. Like the rest of North America we are under a blanket of heat. Ice cream, cold beer or soda and air conditioning are popular as is the ever-popular evening cruise. My relief comes in the form of dressing in a nomex suit, gloves and shoes, donning a helmet and hitting any nearby track day. Alas, I digress.

With the proliferation of track days, driver training schools and various other titles for driving you Lotus at the limit comes the added fear of cracking the wall, doing serious damage to your faithful steed. Lotus Ltd. is working with Laurel Driver Education Management and Pacific Insurance to help pick up the pieces (financially) in the event you OOPSIE! Details will be posted on the club web site and can be found in this issue of ReMARQUE. It could be the peace of mind you need to venture onto a local driving event near you.

As many of you have by now heard, we have a full plate next month for LOG 25. Clive Chapman of Classic Team Lotus will join us as our special guest; Lotus F1 mechanics Messrs Bob Dance and Bob Sparshott will regale us with Lotus F1 stories. Yours truly is anxious to hear the "off-the-record" shenanigans of one G. Hill! Kim Ogaard-Nielsen, Chief Executive of Group Lotus and Luke Bennett will give us an update on the factory goings-on and hopefully some news of upcoming new cars (Hint, Hint Kim!). LOG 25 promises to

be a great celebration of 25 years of North America's premiere Lotus event. No poser Lotus meets here!

We are continually updating the Lotus Ltd. vendor list. Currently we have 30 companies offering club members discounts on their fine products. If you haven't visited the "Member Area" on the Lotus Ltd. web site, take a few minutes and LOG (yes the pun is intended) in. You may be pleasantly surprised. Your member number is on your Lotus Ltd. club membership card. Your password was in the letter you received with your membership card. If you've lost your password, contact Lotus Ltd. headquarters or follow the "Lost Password" link on the LOG in page.

Several months ago I had the pleasure to speak with Lotus Cars USA President John English who hinted the new "Lotus Supercar" will have performance nothing short of stunning. Needless to say John couldn't discuss details but he commented when I see the specs (engine, suspension, tranny, etc.) I'd probably sell my Esprit V8 to buy the new car. Pretty bold statement, but just what Lotus needs to fend off the likes of Ferrari, Porsche and the new Corvette Z06. The Elise is a wonderful car, true to Lotus heritage, but Lotus needs a marquee car to make outsiders take notice. Like most of you I don't need or want a car with all the current electronic gizmos proliferating even the lowliest sedan. I like to "drive" my Lotus. Options are nice, but to have them thrust upon us without choice simply defeats the Lotus purpose. I guess we will see soon enough. Get your checkbooks ready. Happy Lotusing!

Mark V. Pfeffer — President Lotus Ltd.

A Queen's Award for Enterprise.

Have you noticed the decal affixed to the rear glass on the Elise? No, the "E" does not stand for Elise. It is a symbol of the Queen's Award for Enterprise, won by Group Lotus. The royal connection means that the award is widely recognised in England and around the world, making it a useful marketing tool as well as a morale booster for staff.

Queens' Awards are made in three categories - for which businesses can nominate themselves - international trade, innovation and sustainable development. There is also a new Queen's Award for Enterprise Promotion, for people who have played an outstanding role in promoting the growth of enterprise and/or entrepreneurial skills and attitudes.

Commenting on the value of the award, Kim Ogaard-Nielsen, chief executive of Group Lotus, said: "Winning the Queen's Award for International Trade in 2002 has recognised the hard work of Lotus staff over the years and has been a great morale boost for the future."

"The award also recognises the achievements of Group Lotus as one of the world's finest niche automotive manufacturers and engineering consultancies."

"We proudly display the Queen's Award symbol on all of our sports cars, which is appreciated by our many customers around the world."

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Technical Assistance for 2005 Elise

As of May 2005, the following club members are 2005 Elise owners, self-described "good" or "excellent" technically, and willing to provide advice by phone, letter and/or email. The federal Elise is still relatively new, so the amount of a member's experience specific to the model may be limited. No verification of claimed tech expertise has been done, so **USE ALL ADVICE STRICTLY AT YOUR OWN RISK!**

This list will be posted in the Members section of the club's Web site (www.lotusclub.org) and updated there periodically. Additions or corrections should be brought to the attention of Lotus, Ltd., P.O. Box L, College Park, MD 20741, U.S.A., (301) 982-4054 (24-hr. voice+fax), hq@lotusclub.org.

Systems: BD=body, BR=brakes, CH=suspension/frame, CL=clutch, CO=cooling, EL=electronics, EN=engine, EX=exhaust, FU=fuel, IN=interior, TI=tires/wheels, TR=transmission. Generally knowledgeable if no specific systems are listed.

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Lotus Owners South Texas (LOST) Discovers Castle

Story and Photos by Nigel Harrison

In December of 2004, LOST met for a Breakfast Run in the hills (yes, hills) outside of Houston. The turnout included about 20 club members and began off I10 west of Houston with the route planned by previous motorcycle club members Al and Kyle Brussich.

Once we left our meeting place, we headed to Bellville, Texas for Breakfast at Newman's Bakery. Besides being known for their great apple fritters, it was December, and Santa was scheduled to be at the bakery that morning.

Mike Newman is the owner of the bakery and had met Al and Kyle often on their motorcycle rides. In their conversation, Mike mentioned that he was absorbed in the construction of his own private castle. He was not too forward about his project with the local community but was willing to show us the castle.

Without hesitation, we all piled into our Loti and headed to his castle in the countryside. "Sure" we all thought "a house with a few castle-like features". Boy were we surprised!

Working our way around the country roads was great, and then we turned onto a dirt road and entered his property. Nothing was visible as we wound our way down the lane. Trees and weeds was the view. "Texas Chain Saw" passed my mind. As we disappeared further into the weeds one by one it was dissolute with no way to turn around. We were committed.

As we entered a clearing, there it was. A medieval castle. A lifesize castle.... not sort

of — but, a castle! No way! And even with a draw bridge and a mote.

We all stopped and piled out of our cars, including Mike Newman beaming with our reaction. This is Texas out in the middle of nowhere. Even as we entered the structure by walking over the drawbridge and passing by the working gears. We still found it difficult to believe we were in a castle!

Hand-built by Mike and one helper since 1998, details included handmade cabinets, furniture, a commercial kitchen and finished ceilings in beautiful wood. It was about 90% complete and the living quarters will be air conditioned. (Good idea) Mike included a chapel in one of the towers, and an outlook tower up several stories so he can survey his estate. Now this is a different type of home!

Spending several hours looking around his pride of accomplishment and ownership were obvious. Finally, it was time to take a picture of our group and Mike. Ah, just a normal LOST club meeting, and ride (and only in Texas).



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Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	www.panozracingschool.com
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Phil Wicks Driving Academy	Midwest	15% off all programs	(314) 330-6449	www.wicksdrivingacademy.com

Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current ReMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Dave Hsu (301) 721-9559, e-mail dave@mur.com.

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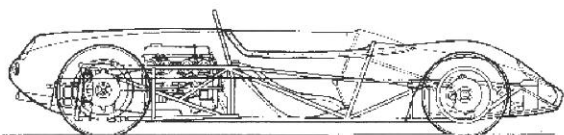


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Magazine Watch

By Foster Cooperstein

(UK)

The June issue of EVO devotes 6 pages to the new Caterham, the CSR 260. This is the most changed Seven since Chapman's first Seven. There are major suspension, aero and interior revisions. More than 2 years in the making, it supposedly goes from 0 - 60 in 3.1 seconds with a 155 mph top speed. The built car sells for about \$80,000.

The need to re-restore of Frans Nelson's Type 14 Elite Super 95 is a sad but fascinating story (the car was stolen by drug dealers at night, on the way home from a concours and was crashed and shot many times with a .357 magnum). It was 1 of 4 finalists in Thoroughbred and Classic Cars' Classic Car of the Year in the professionally restored division. Vic Thomas' self restored 1959 Seven Climax was a finalist in its division. Unfortunately neither won, but both can be seen in the June issue.

See the 24 May issue of Autocar for a couple of interesting Lotus related articles. The S1 Elise is deemed a bargain at \$20,000 as many of them are in very fine condition as they were "2nd" cars, seeing use only in nice weather. A 4 page review of the Caterham CSR is in the same issue. "... performance, 5 star, gold standard, max-impact performance, is what you're buying here." Cost? A mere \$66,000+.

There is a bright yellow Elan Sprint on the cover of the July issue of Thoroughbred & Classic Cars, amongst 6 other British "affordable classics". Inside is an 11 page article. Starting with 45 cars, priced from \$7,500 (MG Midget) to \$59,000 (2005 Hawk 289 RA), the field was whittled down to 9 cars, including the Elan (other Lotus that didn't make the final cut were a Type 14 Elite, Esprit GT3, Cortina Mk 1, Europa TC and Caterham Seven. The Elan scored 25 out of 30 on the mag's "fun-o-meter". In the end, it was the Hawk, a 289 Cobra replicar, the nosed out the 30+ year old Elan by 2 points.

There are a number of articles that may be of interest to Lotus enthusiasts in the June issue of Motor Sport. There is a 1/2 page obituary of South African John Love, who raced a Lotus 49 in the South African Grand Prix, as well as a 4 page article about the Mike Spence who was killed in practice at Indy in 1968. Spence was described as "... the nicest bloke I ever met in motor racing" by Reg Parnell and "... as a true gentleman" by Jackie Stewart. The letter section includes a letter from Ian Scott Watson concerning Clark's smooth driving and Jenks driving a Porsche 356, as well as did Clark and Sterling Moss. Clark and Moss were 3 seconds faster and developed a respect for each other. The other letter is from an author who is writing a Cliff Allison biography and is seeking pictures and anecdotes.

EVO conducted a 13 car shoot out to name its 2005 Road & Track car (July issue). Included among the 13 were an Exige S2, Caterham CSR, Westfield 2000S and the Westfield XI. The Exige finished in 4th place, 4.5 points behind the winning Noble M400. The Exige was in the middle of the pack's track times, 4.6 seconds behind the Radical SR4. This was not a track suited for the Exige as it has several slow and medium speed corners as well as up hill stretches. It was said that with a bit more torque, the Exige could be the "ultimate road and track weapon."

(US)

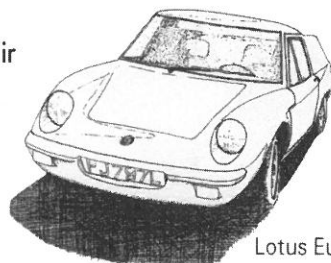
There is a single page article in the July issue of Racer concerning Scots at Indy, most of which is about Clark and Lotus with a 1/2 page photo of Clark after winning the '65 race.

The July issue of Classic Motorsports has a short blurb about a 26R as well as a 3 page article about the Elise. They test drove an Elise with both the Sports Pack and Touring Pack around the Ocala Gran Prix track in 1.5 seconds less than a new Corvette. For De Lorean aficionados, there is a buyer's guide in this issue as well.

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ACROSS THE POND

By Gordon Morris

Two years ago, the Danish Seven people put on what they called the First Danish International Seven Meeting and asked us to join in. We had such a grand time that we went back again last year and were invited to join this year's Scandinavian Seven Meeting, put on by the Swedish Seven drivers.

So it was that four UK drivers – Seven Registrar and property developer John Watson in his restored 1959 Series 1 – BMC; architect Phil Jewell in his newly acquired 1970 Series 3 Twin Cam SS that I described a few months ago; electrical engineer Terry Tumber in his 1963 Series 2 – Ford 1500 and yours truly in his 1963 Series 2 Super Seven 1500 Cosworth – met up at John's house in NW London in late May and set off eastwards towards Harwich.

We had earlier decided that road racing was not the point of this trip, so we were never in any hurry; we also agreed that the practical limit of the human posterior in a Seven is no more than two hours at a stretch. A lunch stop at a favourite pub in Hertfordshire saw us clear of the London traffic and we arrived at the port in Harwich with time to spare. Phil was struggling a bit hot starting his Twin Cam, but we cynics put this down to operator inexperience.

A pleasant overnight voyage across the North Sea took us to Esbjerg, on the west coast of Denmark, in fine sunny weather and we drove across Jutland and Funen to our home for the next few days in Svendborg. We stayed there two years ago and our welcome was as warm as it was then – local Lotus people turned up to meet us and to show us their cars. Continental tyre kicking had started! One of the Sevens that turned up had recently been imported from Canada and I'm pretty sure I saw it at LOG 20 in Ottawa. An idyllic drive in brilliant sunshine along the length of Langeland, an island to the south of Svendborg, ice cream while lazily watching sailing boats in a harbour and a sandwich lunch on the beach were all features of this part of the trip.

We were up early on the Saturday morning and drove across Funen before breakfast, then across the first of two quite stunning bridges to the island of Sealand. By this time, a southerly wind had freshened and the strong cross wind on the nine mile bridge called for some careful driving as our little light cars were tossed around in the wind. Thankfully, it was dry and sunny and traffic was light. We had arranged to rendezvous with our Danish friends at a lay by near Copenhagen, just before the second bridge across the Oresund to Sweden. We crossed into Sweden to join up with the Meeting proper. At this stage, it was hot – about 23 degrees C – and Phil's car was cutting out at junctions and was not running well.

After lunch, we set off on a rally, round Malmo, to a hotel in a country park about 40 miles away. The Twin Cam SS decided not to play and we came to a halt beside a motorway. There were plenty of "experts" on hand – including Terry the electrical engineer – so we checked everything we could in hot sunshine. But we could find nothing wrong in the ignition or the fuel system or the timing and the wretched car still wouldn't start. All that was left was the spark plugs. A new set

of strange (to me) NGK plugs had been fitted before we left, but these needed a 5/8" plug spanner and nobody had one. Thankfully, we had filled up at a petrol station a short while earlier, so Phil departed in search of the correct tool while the experts thought again.

The gods were with us that day, as Phil returned waving a plug spanner of the correct size. The plugs we took out were badly oiled up, so we fitted a new set of conventional NGKs and the twin cam burst into life straight away. By this time, continuing with the rally was out of the question, so we drove straight to the hotel and just made it for dinner. Morale to this story – don't fit anything new before a long trip without trying it out first.

On the Sunday we drove across southern Sweden with our Scandinavian friends to another country park overlooking the sea. Such was the local interest in our cars that every stop became an impromptu car show and everyone smiled and waved as we passed by. An al fresco lunch in the park and some more tyre kicking saw the end of the Meeting, so we bid farewell to our Swedish friends and drove in convoy along the coast of the Oresund to the port of Helsingborg where we took a half hour ferry to Helsingfor in Denmark. From there, we drove along the Danish coast to Copenhagen to spend a few days with Danish friends. By now, the warm sunny weather had turned into cloud, with a pessimistic forecast of rain later.

One evening, the local Lotus group put on a supper in a local car park and invited us to attend. There we met many more Lotus people and kicked some more tyres. One of the Sevens was a fine Series 2 that looked familiar – the owner told me that he had imported it from Michigan a year or so earlier, so I may have seen it during my travels in North America.

By now, the weather had deteriorated into steady rain and low cloud; the blissful driving conditions of our two earlier trips, and the greater part of this one, had gone and we now

discovered that it did rain in Denmark after all. We agreed that the long run in driving rain across the breadth of Denmark to link up with our ferry was the least pleasant trip any of us had done in our Sevens. We had not a top (hood) between us, so we drove with tonneaus covering the passenger seat and our luggage and sidescreens in place. We broke our journey at Kolding, forty miles short of Esbjerg, to dry out, have lunch with a Danish friend and to inspect his new Type 14 Elite.

Surprisingly, and against the forecast, UK was dry when we arrived, and stayed dry as far as NW London. It was still dry as we dropped Terry and Phil off, but my luck ran out about 30 miles from home when I ran into black clouds and a thunderstorm that lasted all the way home. A thoroughly soaked (we call it "drookit" in Scots) Seven and driver arrived in Winterslow to scant sympathy from Jan.

It took the best part of a week to dry out the car and to return it to its former glory, but the trip was a good one, with memories remaining of the happy friendship and hospitality shown to us by the Danes and the Swedes and of the good friends we made.

The May reMarque has just dropped through my letter box, so I must now fill in the Registration Form for LOG 25 in only a couple of months' time. As one Lotus trip passes into the memory bank, another is on the horizon to savour. Those of us in the international Lotus family are lucky people, with so much to enjoy and so many fine people to meet wherever we go. I often wonder if owners of other cars have as much fun as we do.



Photo by John Watson

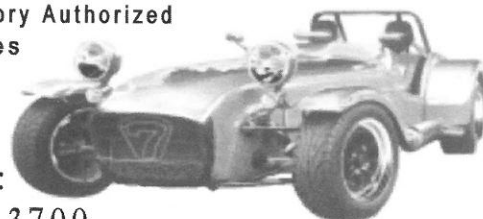
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Lotus Ltd. Driver Education On-Track Insurance Program

A Lotus is a thing of beauty, of this there is little doubt. A Lotus is also a performance machine which, when operated properly, can be nothing short of thrilling. When operated improperly it can be ugly.

The preponderance of track days has allowed many of us to discover the pleasures of driving a Lotus at the limit with just one caveat, don't wreck the car. No small issue when sliding off into the grass at Road America, Laguna Seca or some other engaging circuit. The automobile insurance companies are quickly catching on to "Driver Education Days" and "Driving Schools", so much so they are beginning to place riders on policies releasing the insurance company from on track claims. Speculation among the insurance industry is this will be standard practice within 2-3 years.

Lotus Ltd. members can take advantage of the same on-track insurance pro teams and drivers have used for years. This program, available through Laurel DE Management and Pacific Insurance, is being offered to Lotus owners who wish to have On-Track Insurance coverage for driver education track days or other driving events. Pacific Insurance has offered Pro and Club Racing On-Track Insurance for over 10 years. The program highlights are:

- No fault coverage
- Coverage includes parts and labor
- Insurance coverage based on Replacement for Repair Value
- Premium is calculated on number of driving events
- Coverage is available for 10, 20 or 30 driving event days annually
- Deductible is the greater of \$5,000 or 15% of insured replacement value

As an example, the owner of a \$40,000 Elise wishing to participate in 10 or less driving events in a 12-month period will pay \$820 annually with a \$6,000 (15%) deductible. Not as friendly as your regular car insurance but designed to prevent something financially catastrophic if you plow into the wall of Road Atlanta's Turn 12. The premium and deductible increase with a higher value car and greater number of driving events.

For more details and pricing see the Lotus Ltd. web site, or contact Laurel DE's David Empringham at (866) 518-1110 or (416) 229-9039. You can also reach David at Info@LaurelDE.com.

Lotus Ltd. is not endorsing the use of Laurel DE Management's insurance coverage and is not responsible for any on-track accidents or claims.



Photo by David Nagler

Not all off track mishaps are into the relatively forgiving weeds

Classic Team Lotus Manager to Attend LOG 25

Classic Team Lotus Manager, Chris Dinnage has been with Lotus since 1979 and will join us for the LOG 25 track day. Unfortunately Chris won't be at LOG until Sunday as he has a previous Lotus engagement in Holland. (And we complain about driving across the USA to attend LOG.)

Chris was a number one mechanic at Team Lotus from 1983 to 1993 for drivers including Ayrton Senna, Elio De Angelis, Johnny Herbert and Mika Hakkinen before joining Clive at Classic Team Lotus. From 1999-2002, Chris was Team Manager for the Elise Championship series before returning to Classic Team Lotus as Team Manager. Chris and his Motorsport Team successfully put Lotus back on the racetrack through the Autobyte Lotus Championship.

Chris will visit with those attending the LOG 25 track day and speak briefly at lunch of his experiences with Team Lotus and Classic Team Lotus.

LOTUS LTD'S 25TH ANNUAL LOTUS OWNERS GATHERING

St. Louis, Missouri August 26 – 29, 2005

LOG 25 "Meet Me In St. Louis" REGISTRATION FORM

Note: Completing the following, please neatly print name(s) to be used on individual name tag(s) and also clearly indicate which items selected apply to each individual.

Name: _____ Country _____ Number in Party: _____

Mailing Address: _____ Home Phone: _____

City/State/Zip: _____ Work Phone: _____

Is This Your First LOG? Yes _____ If "No", Number Attended: _____ E-Mail: _____

Lotus You Plan to Enter in Concours (Year/Model/Series/Color) _____

Other Lotus Owned: _____

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

REGISTRATION FEES (Per Person):

Current Lotus Ltd. Member (\$35) \$ _____

NON-Lotus Ltd. Member (\$70) [Includes 1-Year Lotus Ltd. Membership] \$ _____

Spouse/Significant Other/Children Age 13-17 (\$25) [Children Under Age 13 FREE!] \$ _____

ADDED LATE REGISTRATION FEE [If Postmarked After July 19, 2005]

\$25 Per Person [Children Under Age 13 FREE!] \$ _____

Dietary Restrictions (If Any): _____

Friday Evening Reception Food (Compliments of **Lotus Cars USA**) Number Participating _____

Saturday Concours Lunch – The Munny in Forest Park

Number Attending _____

FREE

Names: _____

Saturday Evening Banquet Selections

Filet Mignon (\$35) Number _____ Name(s) _____ \$ _____

Chicken Mudega (\$30) Number _____ Name(s) _____ \$ _____

Vegetable Plate (\$25) Number _____ Name(s) _____ \$ _____

Child's Chicken Strips (\$15) Number _____ Name(s) _____ \$ _____

Sunday Evening Banquet

Adult/Child Age 13-17 (\$35) Number _____ Name(s) _____ \$ _____

Child Under Age 13 (\$15) Number _____ Name(s) _____ \$ _____

Sunday Scenic Tour (No Charge) Number _____ Name(s) _____ **FREE**

Sunday Autocross (\$20 Per Entrant) Number _____ Name(s) _____ \$ _____

Monday Track Day (\$185 Per Entrant) Number _____ Name(s) _____ \$ _____

Number in Party Attending LOG 25 Track Day Lunch (Including Driver) _____ X \$5 Per Person \$ _____

Official LOG 25 Regalia [Indicate Number of Each Size]

T-Shirts (\$15) S _____ M _____ L _____ XL _____ XXL _____ \$ _____

Embroidered Polo Shirts (\$25) [\$27 for XXL] S _____ M _____ L _____ XL _____ XXL _____ \$ _____

Embroidered Denim Shirts

Men's Cut (\$25) [\$27 for Men's XXL] S _____ M _____ L _____ XL _____ XXL _____ \$ _____

Ladies Cut (\$25) S _____ M _____ L _____ XL _____ \$ _____

[Orders placed after early registration deadline or by non-attendees will be delivered after the event and

are subject to shipping and handling fees of \$5 for the first item plus \$2 for each additional item.] S&H Fee \$ _____

Lotus Ltd. Jack Daniel's Commemorative Single Barrel Whiskey (Number of Bottles X \$35 Per Bottle) \$ _____

[Add \$5 per bottle of Jack Daniel's for shipping IF you are unable to pick up bottle(s) at LOG 25] \$ _____

Mail This Completed Form With Payment to:

Total Registration Amount Enclosed

Lotus Ltd. P.O. Box L, College Park MD. 20741 [US Funds Only. Make Checks Payable to "Lotus Ltd"] \$ _____

Refund Policy: Please visit the Lotus Ltd. web site www.LotusCarClub.org for more information or phone (301) 982-4054 during Business hours (US Eastern time). Lotus Ltd. is not responsible for hotel arrangements. Membership dues are nonrefundable!

Pit Stops

(Submit Local Group Events to Dom Giangrosso, dglotusltd@optonline.net)

- July (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com
- July 6 (Wed.)** Club ALE (Austin Lotus Enthusiasts) regular monthly meetings at the Draught House (4112 Medical Pkwy), 6:30 PM. Visit www.clubale.com or email dacia@clubale.com for more information
- July 10 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Bergen Family Diner. Bergen, NY (just west of Rochester off the 490). At the junction of Routes 33 and 19. For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.co
- July 12 (Tues.)** Alabama Lotus Club. Monthly meeting begins 6:30 PM, with location to be determined. We will plan for a joint event with Lotus Ltd, SE at Barbermotorsports Park for the July 29-31 Rolex Series Grand Am races (July 31 is the target day). Event will include a car corral with other local car clubs and a special tour of the Lotus collection in the Barber Museum and possible track lunch time tour. Contact Mike Pearce for details at 205-951-7031 or ktratom@aol.com
- July 15,16 (Fri. - Sat.)** Lotus Owners of New York. (LOONY) Rendezvous at the Glen, Watkins Glen NY. For more information visit www.lotusowners.com or contact Tony Vaccaro, tvacc@lotusowners.com, (716) 689-8644.
- July 16 - 17 (Sat. - Sun.)** Pittsburgh Vintage Grand Prix, Car show day is the 16th. 15% discount to Lotus Club members at the Shadyside Inn (www.shadysideinn.com). More info at www.lotusfury.com/westpa.
- July 23 (Sat.)** New England Lotus Lovers, Inc. (NELLI) "Bove's Blast" Tour to Burlington, VT. The NSX Club, working with Jeff Torrey from NELLI have arranged a fun run starting at the Hooksett, NH rest stop on Route 93 and ending at Bove's Italian Restaurant in Burlington, VT for dinner. Details will be posted on the NELLI web site: <http://www.nelli.org>
- July 24 (Sun.)** Lotus Owners of New York (LOONY). Breakfast Meeting at Brian's USA Diner, Arrive 9-9:15 am, In Mount Morris, NY, 5524 State Route 36, (Right near Letchworth Park) For more information contact Tony Vaccaro, tvacc@lotusowners.com (716) 689-8644.
- July 31 (Sun.)** ALCC joins LLSE for Grand Am/Rolux races at Barber Motorsports Park in Birmingham. We will have a Lotus Car Corral with awards at the Expo area overlooking the track. Special guests are Alex Gurney (Daytona Prototype), son of Dan and David Murry (Porsche/Rolux series), member of LLSE and car corral judge. Mountain drive planned afterwards back to Atlanta (parts of the LOG 24 drive). Contact Mike Pearce for details.
- July 31 (Sun.)** Lotus Limited South East, Sunday 9:00 to 9:00. Grand Am Race, Barber Sports Park Birmingham Alabama. Club meeting with Alabama Lotus club at track for mountain drive and club corral at track. Celebrity car show judge and Grand Am driver David Murry will be concourse judged. Alex Gurney, son of Dan will also come by and see our club. Contact Mike Pierce of Alabama Lotus club for info.

PARTS WANTED

FOR 1991 M100 ELAN. Windshield A-post weather strip. Gary Rumrill, (502) 749-3143 (KY), g.rumrill@insightbb.com.

CARS FOR SALE

1967 ELAN CONVERTIBLE, 1600 w/ Webers, A-1 mech., orig., unrestored, car cover, owner's handbook, tools, email pix/specs. avail. \$10,000. Bill, (724) 942-4877 (PA), wonorcutt@earthlink.net.

1971 ELAN S4 SE, needs some reassembly, install windshield (have new seal), carpets, dash has been redone, 2 full wiring harnesses, rebuilt eng., new clutch, clear Fla. title, knock-offs. \$7,695. Tony, (941) 925-4411 (FL), mafiamotors@hotmail.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 & outer brake lines, v. clean. \$25,000. Galen, glm811@earthlink.net (CO).

1963 LOTUS 7, registered, streetable, xlnt. Joe, (732) 563-6782 (NJ), joseph.gorsky@era.com.

1974 EUROPA TC SPECIAL, many concours wins since ground-up restoration, Lotus White (no stress cracks), beige int., gorgeous dash, prof. upgraded eng., Bean water pump, headers & free-flow exhaust, oversize Indy-car rad., upgraded loom, rebuilt boosters, 5-sp., adj. links, new tires, fresh rear hubs & U-jts., drives great. \$15,000. Bob Gilmore, (913) 341-0674 (KS), jagnutz@swbell.net.

1958 LOTUS 7 S1, polished alum., new side skins, orig. alum. nose & fenders, 948 BMC eng., RHD, see at www.simplesevens.org. \$29,500. Larry, (814) 329-2306 (PA).

VINTAGE LOTUS 7 S2, raced in SVRA by Tom Yeager & me, built by Lee Chapman, v. competitive, 1500 crossflow eng. w/ Webers, new exhaust manifolds, new skin & hood, Ted Wence eng. w/ 2 hrs. on it, extra Minilites w/ rain tires, RHD, see at www.simplesevens.org (Tom Yeager history). Larry, (814) 329-2306 (PA).

PARTS FOR SALE

FOR LOTUS 7 S2. 5 steel wheels, sand-blasted & painted, \$100. Larry, (814) 329-2306 (PA).

FOR LOTUS ELAN. 4-sp. gearbox, \$600. Larry, (814) 329-2306 (PA).

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