

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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Meet Me In St. Louis

By Mark Pfeffer

Judy Garland sang ever so sweetly about her lover who'd run off without telling her where he was going. Her famous song waxes eloquently, "Meet Me In St. Louis". Although the circumstances are different than those Judy sang of, the invitation remains the same.

LOG 25 presents an interesting contrast of history and future. The open-wheel race cars and road cars, of a by gone era, which made Lotus famous and the newest member of the Lotus family our beloved Elise. Clive Chapman of Classic Team Lotus and Luke Bennett, production manager at the Lotus factory building the Elise. Veteran LOG goers and LOG virgins. New territory for LOG. All with one thing in common, a bond like no other to ACBC's glorious creations.

The silver anniversary of LOG will begin with our continuing tradition of the Friday evening reception compliments of Lotus Cars USA. LCU president John English will spend a few moments to bring us up to speed on Lotus activities throughout North America. The remainder of the evening will surely have old and new friends alike chatting about cars, families and taking in a few St. Louis "landmarks". Nightlife is abundant around Westport Plaza, home of LOG 25 headquarters Sheraton Westport, and it's all within walking distance including Llywelyn's fine British pub, Ozzie's Restaurant and Sports Bar owned and operated by St. Louis Cardinals Hall-of-Famer Ozzie Smith and The Trainwreck Saloon with live entertainment nightly. Several nearby casinos offer LOG goers the opportunity to help the Missouri state economy. All this goes hand in hand with the fact St. Louis is famous for booze and shoes. Of course we encourage everyone to "play" responsibly.

St. Louis offers a variety of "To Do's" most notably a ride to the top of the world's tallest freestanding memorial, The Gateway Arch. From the viewing room atop The Arch, one can see over 100 miles east and west on a clear day. Eero Saarinen's masterpiece is very Lotus like, not necessarily fast like a

Lotus, but somewhat confined and definitely cutting edge. The elevators are truly a work of genius. You'll see! Fellow St. Louisian Scott Joplin's home is open for all to visit daily as is "The Bowling Hall of Fame". Yes Cleveland has the Rock & Roll Hall of Fame, but St. Louis needed to one up the home city of the Indians. Baseball, did someone mention baseball? Our Cardinals have an incredible history (that debacle of the 2004 World Series notwithstanding) as the National League's all time World Series Championship leaders. 2005 is the swansong season for the existing Busch Stadium as our new Busch Stadium is erected next door. Come say goodbye to a historic stadium along with the best fans in baseball.

Saturday morning will break warm and sunny (our STALLS spiritual leader has specifically ordered perfect weather for LOG 25) for the Lotus of Atlanta LOG 25 Concourse at The Muny in Forest Park. Forest Park, at the heart of St. Louis, was the site of the simultaneous 1904 World's Fair and Summer Olympics. The Muny Opera is America's largest and oldest outdoor theatre and like a good theatre production we will present our cars to all admirers, voting in a variety of categories for our favorites. Clive Chapman will graciously pick the LOG 25 "Best of Show" and present the winner his or her trophy. I'm confident camera action will be abundant with the many open-wheel Lotus formula cars we are expecting. For those seeking a diversion (???) from Lotus overload, St. Louis' Forest Park offers a variety of attractions including the St. Louis Art Museum, St. Louis Science Center and the St. Louis Zoo, free to all who'd like to enjoy within easy walking distance.

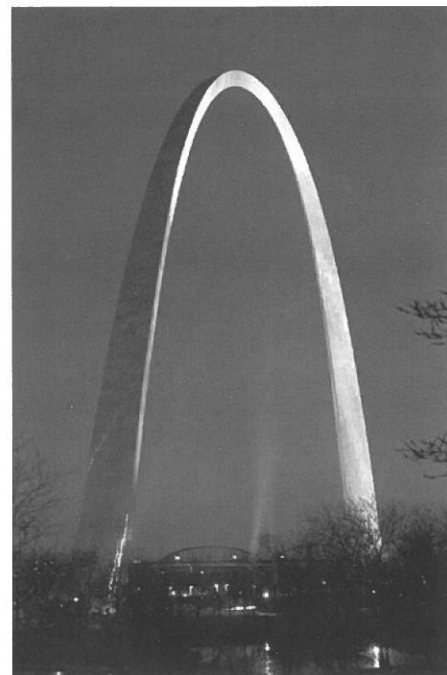
Later, we will sojourn back to the Sheraton Westport and enjoy the Jack Daniel's tasting as a prelude to the Maplecrest Lotus Saturday evening banquet to hear from Luke Bennett, production manager at the Lotus factory and our special guest speaker former Team Lotus mechanic Bob Dance, regaling attendees with tales of Lotus racing. It should be a truly fantastic evening.

Sunday will surely come early (way too early for some) for those attending the Rocky Mountain Sports Car LOG 25 Autocross at the GM plant in nearby Wentzville, Mo. Surely the Sevens, Elans, Europas and Elise will battle dutifully for LOG 25 top autocross honors. The LOG 25 Gimmick Rally will pass near the autocross, allowing those from the autocross a chance to join in on the rally along the banks of the Mighty Missouri River through the Western Hemisphere's oldest registered wine district. If you tire of driving, pull over at one of the many wineries and enjoy a touch (careful you are driving now) of Missouri's finest examples of the grape. Sunday concludes with the Jack Daniel's Sunday banquet and guest speaker former

Lotus mechanic Bob Sparshott to give us his side of the Lotus racing story. Talk about imbibing too much in Lotus lore. Oh well, it is LOG!

The Corum Watch track day will break clear and warm Monday morning. Tentatively we have four run groups including one for the open-wheel Lotus formula racecars. How sweet it will be to hear those Cosworth, twin-cam and cross-flow engines on full song pushing some of the most beautiful cars in the world around Gateway International Raceway. Needless to say if you aren't driving in the track event, all are welcome to enjoy as a spectator. You'll be able to get close to the cars in the pit area, but please don't drool. Our friends at Simpson Racing Products are kind enough to spring for lunch, and have some fine lunch prizes for track day participants.

Lotus Ltd. and the St. Louis Area Lotus Lovers are very excited (Dare we say giddy with anticipation?) to welcome all LOG goers to our fair city. If you've never attended LOG, this is a great chance to take it all in as we anticipate a big turn out from all across North America to celebrate the Silver Anniversary of LOG. If you haven't already, and who wouldn't, clear your calendar for August 26-29th to "Meet Me In St. Louis" for the Lotus event in North America. One more thing, it's been suggested by my wife to assure you I will not sing as it would do no justice to Judy Garland. CYA in August!



LOTUS REMARQUE

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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

Magazine Watch

By Foster Cooperstein

(UK)

This one's a bit late. The February issue of F1 named its 73 most beautiful F1 cars of all time. Of course Lotus figured prominently! In 54th place was the 95T, followed by the y8 in 42nd place. Further up is the 88 in the 22nd slot, the 97T in 19th and the 25 in 17th. The 79 was chosen 6th, the 72 3rd and the 49 took 2nd. The top pick was the Mercedes W196, the streamliner of 1954-55. The panel was made up of 17 veteran F1 photographers.

A pair of Elans — a Sprint DHC and an M100, grace the cover of the May issue of Classic & Sports Car. Inside are 5 pages about the cars, including blurbs from the respective designers Ron Hickman and Peter Stevens. Stevens says about the Elan — "I was never a huge fan of the original Elan. I always thought it a bit weedy, effeminate and delicate." The author wrote ... but for every point the Sprint scores for thrills, the M100 matches it point for point for peace of mind and practicality."

Jochen Rindt and his Lotus 72 adorn the cover of the April issue of Motor Sport (8 pages). Inside Jackie Stewart talks about his good friend. Stewart tells about Rindt writing to Colin Chapman after Rindt's accident at Barcelona when the high wing of the 49 collapsed. Rindt suggested, perhaps in less than polite language, that Chapman's obsession with lightness was overdone, in light of the blinding speed of the 49. Chapman did not appreciate the sentiments!

More Elise coverage in the 5 April issue of Autocar. There's a 2 page report on the 20,000 mile test of the Elise 111R. At 9,000 miles the Elise rolls on. The service is pricey — about \$600 for the scheduled maintenance. And at 12,000 miles a sticking caliper necessitated the replacement of pads and rotor. But the author still loves the car!

Thoroughbred & Classic Cars selects 79 "essential summer experiences" in its ay issue. Among them are driving an original Elan, an Elise and doing a track day in a Caterham.

The May issue of Octane features a 6 page article about the Caterham Prisoner. The article describes the process by which the car came to be. There is also a 1 page article about the Superlight R300. It was a love/hate affair.

This issue of Octane also features a 3 page article about the founding of Cosworth and its 3 founders, Mike Costin, Keith Duckworth and Ben Rood.

In an article entitled "10 Reasons Why The British Car Industry Isn't Dead" ar e2 examples from Lotus — the Exige 240Rs, which will be available in June — (limited to 50 cars with a 243 bhp) and the next iteration of the Esprit — which will probably be on sale as of June 2006 (targeted for 200 mph probably powered by a Toyota turbo V8 but possibly a AMG tuned Mercedes V8, and likely not using the Esprit name, priced at around \$150,000).

In the same issue is a 4 page "first drive" of the Caterham CSR 260 — described as the future of the Seven. It is said to be Caterham's most complete and usable Seven yet.

(US)

The premier issue of Aficionado (March/April) contains a 3 page article about the 2005 Elise. After a 2 hour test drive the author wrote: "The brilliance of every component is so carefully accomplished that a full fuel tank of hard use brought no surprises."

The May issue of Vintage Racecar Journal contains an article about A J Foyt's Coyote Indy cars, the first of which were based on the Lotus 38. He also owned and raced, several 38s.

The market guide in the same magazine prices Formula Junior vintage racecars. Lotus 18s run from \$25,000-50,000; 20s from \$25,000-40,000; 22s from \$30,000-45,000 and 27s from \$65,000-90,000.

Lotus Ltd. Vendor Discount Grows Again

Just like membership in Lotus Ltd., the vendor discount program available to club members continues to grow, with the addition of our newest company to offer Lotus Ltd. members a discount.

Enterprise Rent-A-Car now offers Lotus Ltd. members their "corporate rate" for rental cars at any Enterprise location. Simply reserve your car in advance through the "Member Area" of the club web site and you will automatically receive Enterprise's lower corporate rental rate. You may also contact Enterprise via the toll-free phone number in the club "Member Area".

Alas, Enterprise does not rent Lotus' but for more common transportation when necessary, their low rental rates are now even lower for Lotus Ltd. members.

For discount and contact details for all the vendors in the club discount program, visit the "Member Area" of the Lotus Ltd. web site. Happy Lotusing!

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Dress For Your Lotus Ltd. Lifestyle

Are business suits still the order of the day at work? Maybe you enjoy the finer quality clothes of a select manufacturer. Well, let Lotus Ltd. help you with your wardrobe.

Lotus, Ltd. members now have the opportunity to join the Brooks Brothers and/or Casual Corner Group Corporate Membership Programs. Retail Brand Alliance, the parent company of Brooks Brothers, Adrienne Vittadini, Carolee, Casual Corner, and Petite Sophisticate, has developed this program to help Lotus Ltd. members. This relationship provides you with an everyday discount when shopping for your business attire and a way to provide you with enjoyable incentives. Lotus Ltd. members are eligible to enroll for both membership programs.

Brooks Brothers, Adrienne Vittadini, Carolee, Casual Corner, and Petite Sophisticate join Lotus Ltd. offering their finest men's and ladies clothing to Lotus Ltd. members at a 15% discount on regular priced merchandise. Please check the Lotus Ltd. "Member Area" of the club web site for details to enjoy this valuable club benefit from one of our newest merchant partners.

How can you start receiving this wonderful benefit today? Simply visit the Lotus Ltd. web site "Members" area and follow the enrollment instructions. Once you have entered the Lotus, Ltd. Organization ID and Organization Enrollment PIN please follow the prompts to complete your enrollment. At the end of the online enrollment process, you will have the opportunity to print out a temporary discount-shopping pass. Once you have successfully completed your enrollment, you will also receive a confirmation email the next business day. Your personalized Corporate Membership Card(s) should arrive in three to five days. If you should have any questions or comments during your enrollment process please call a Retail Brand Alliance coordinator at one of the toll-free numbers in the Lotus Ltd. "Members" area of the club web site.

From all of us at Lotus Ltd. we'd like to extend our thanks to Brooks Brothers, Adrienne Vittadini, Carolee, Casual Corner, and Petite Sophisticate for helping make Lotus Ltd. members the best dressed car enthusiasts in North America.

Brooks Brothers
ADRIENNE VITTADINI
CAROLEE
CASUAL CORNER.
PETITE SOPHISTICATE.

Lotus Ltd. in Fine Spirits

By Mark Pfeffer

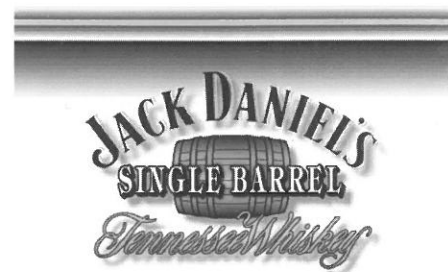
There's a small town in Tennessee few people have likely visited, but many have helped employ the local inhabitants. Lynchburg, (population 361) Tennessee is the home of none other than the Jack Daniel's distillery. Ironically the county in which the distillery resides is dry. This is akin to Lotus Formula 1 sponsorship from tobacco companies gracing cars created by ACBC, a man who abhorred smoking.

Nestled here and there in the hills above the Jack Daniel's Hollow stand the weather worn barrelhouses where fine whiskey waits until it comes of age. It is here, within plain, unassuming structures that a bit of magic takes place with the passing seasons.

Summer after summer, the pores of the oak barrels open up, allowing a bit of whiskey to slowly seep in. Then with each winter's chill, the wood grain contracts, forcing the whiskey from the wood. Passing in and out the charred oak interior of the barrel, the whiskey is imbued with the rich amber color, the natural caramelized sugars and the subtle flavors that give Jack Daniel's Single Barrel its distinctive, time-honored taste.

Because, like our beloved hand built Lotus cars, no two barrels and the place they occupy within the barrel house are the same; the whiskey that emerges from each barrel boasts a different and unique character. For years, these nuances in flavor, color and character were something only Jack Daniel's master distillers, stretching back to Mr. Jack Daniel, were privileged to enjoy. Today as each barrel of whiskey comes of age, master distiller, Jimmy Bedford, sets a few aside. They're the ones with the smoothest taste and most intense flavor. The few destined for something special - to be sold, one barrel at a time, to the most discriminating customers.

As part of Jack Daniel's partnership for LOG 25, they are making available to Lotus Ltd. members their own private barrel of Jack Daniel's award winning single barrel bourbon. Lotus Ltd's barrel of whiskey will be hand bottled in elegant 750 ml decanters that bear Mr. Jack's signature in raised glass. Each barrel yields around 240 bottles of whiskey. They say "around " because, just like the



character of each barrel, the contents of no two barrels are precisely the same. A personalized neck medallion announces that this whiskey was bottled exclusively for you and Lotus Ltd. In addition, a special label bearing your barrel number, the barrelhouse rick number and the bottling date marks your Lotus Ltd. bourbon as one of a kind.

Securing your own personal stock of Jack Daniel's whiskey is a rare investment. The total price will depend on your barrel's yield and local taxes. However, Lotus Ltd. members can expect to pay between \$30 and \$40 per bottle. If you are interested in purchasing your own Lotus Ltd

Jack Daniel's Single Barrel bottle of bourbon, contact Lotus Ltd. member and Jack Daniel's Tennessee Squire Mark Mazman at work (800) 621-2103, his mobile (630) 240-5059 or via e-mail MarkMazman@Hotmail.com.

Your friends at Lotus Ltd. and Jack Daniel's remind you to drink responsibly. Please don't drink and drive your Lotus or any other automobile.



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Bob Bondurant School	Southwest	5% discount	(800) 842-RACE	www.bondurant.com
Derek Daly Driving Academy	Southwest	10% off all programs	888 GO DEREK	www.derekdaly.com
ESPN Russell Racing School	Northwest	15% discount	(800) 733-0345	www.espnussellracing.com
The Mid-Ohio School	Midwest	\$100 discount	(877) 793-TMOS	www.midohio.com
Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	www.panozracingschool.com
Performance Drivers Association	Northeast	PDA Member Rates	(973) 253-3900	www.imp-auto.com/pda
Bertil Roos Racing	Midwest	15% discount	(800) 722-3669	www.racenow.com
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.

The Elise As A Daily Driver

By Jerry Enger

The Elise garners a lot of attention, but mine probably gets as much as any in the United States. Why? Unlike many owners in the United States, mine is on the road nearly every day as my daily driver. As long as I wanted this car, I did not, as most of the automobile magazines suggested, want to drive it 'only on the weekends'. I've never believed in garage queens and, hey, if thousands of Brits can drive this car every day, why can't I? This car is too much fun to leave in the garage anyway.

When pondering the Elise as a daily driver, there are a number of things you should consider.

How big are you? If you're taller than 6'3" or weigh more than 220 pounds, climb in a demo before buying the Elise as daily driver. You may struggle with both ingress and egress and the difficulty has prompted current Elise owners to document the various methods for getting in and out. With the top off, it's relatively easy while installing either top requires a bit more bending. In my experience the hard and soft tops are identical for clearance. A 240-pound friend of mine got in recently, but getting out was next to impossible for him. It was both painful and a bit amusing to watch. At 6' 185 pounds, I have no trouble and can get in and out pretty gracefully and pain-free. The seat also fits me perfectly and provides good motivation for keeping my weight down.

Consider your commute. Stop and go traffic is even less fun than usual in the Elise.

Modulating the clutch of this high revving engine is no picnic. Worse still, Civics tower over you like giant and this makes it very difficult to anticipate traffic ahead of the car in front of you. You find yourself moving around in your lane a lot to get a feel for traffic. At least the Elise is superb at doing this! Now if you're on open roads, you're going to have a great ride. Even on open freeways this car will put a huge grin on your face. My commute is almost stoplight free for 10 winding miles, and it is next to impossible for me to arrive at work in a bad mood.

What's your weather like? Driving in rainy conditions is not a problem as both of my tops are water-tight and the car handles great in the wet. However, piloting a rear wheel drive car on ice and snow has always been an adventure, and the Elise is so light that it's even more "exciting" under these conditions. Also, if you have more than a few inches of snow, the low spoiler on the front clamshell will turn your Elise into a snowplow! I should mention that a few Elise owners have suited up their cars with snow tires and reported back good results. Just remember that even if the Elise can be made road-worthy on ice and snow, a 5 MPH accident, like someone sliding into you, will result in \$5,000 of damage due to the lack of bumpers and the fiberglass shell. I recommend you leave it in the garage on very snowy days. I live in Pennsylvania, so I have another vehicle for the 10-15 days of the year when I don't want to or cannot take my Elise out. The further south you live, the more year-round the Elise can perform as your daily driver.

Do you have to have a luxury ride?

There has been a lot of baseless talk about the ride being uncomfortable, especially with the sport suspension. I purchased the standard suspension, and have since switched to the sport suspension. No, the ride is not glass smooth. If your roads are in bad shape, the Elise will bring out the worst in them. But if your roads are okay, you'll be saying "What rough ride?" You'll never get that cushy feeling like you do in typical sedans, but

that does not mean the ride is uncomfortable. Passengers usually comment on being surprised at how smooth the ride feels.

As for amenities, a lot has been added to the federal version of the Elise, but it's still lacking a few things. Everything you absolutely need is there, and the touring package gives you the power windows and leather seats, too. But don't expect heated seats, cup holders or even a glove box. There is air conditioning, kind of. It tends to fail just when you need it the most. Except for the hottest of summer days, I just run with the top off anyway. The radio is subpar, but the beautiful sounds the motor makes more than compensates. The "luxury" I missed most on a long trip was cruise control.

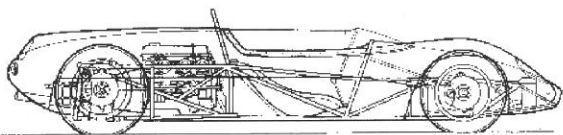
Does the car have what you need as a daily driver? You bet, but don't expect a BMW or Lexus list of creature comforts.

If you hate attention, lots of attention, get another daily driver. You will be asked to roll your window down on nearly every trip to: discuss the car, tell someone what it is, accept accolades or get challenged by a rice burner or muscle car. And your picture will be taken often. Sometimes I feel like camera phones were invented to get images of my car. Heads snap around as you pass them, and there's a lot of finger pointing. Parking it anywhere near people tends to draw a crowd and questions, but most people are very respectful and mostly curious. You can't walk out of a convenience store or get gas without being engaged in conversation. But okay, I admit it-the attention is a lot of fun. I make new friends each time I drive it.

Most importantly: do you enjoy the act of driving? This is a driver's car. If a car represents transportation to you, then you do not "get it" and should not buy the Elise. The Elise conveys the road to you at all times, and eagerly awaits your commands. If you have a grippy surface, you know it. If it is icy the car will tell you that too, instantly. I let a friend who owns and drives a C6 Corvette drive my Elise recently. He said unlike his Corvette, which he muscled through the twisties, the Elise was point and click. He was amazed.

If you're considering an Elise, you probably love to drive. This car will not disappoint you. I know that driving it puts a smile on my face every time, no matter how bad my day has been. And that is key. What would you give up for the pure bliss of cruising around in an Elise? For me it's an easy decision. In the end, it all comes down to your priorities.

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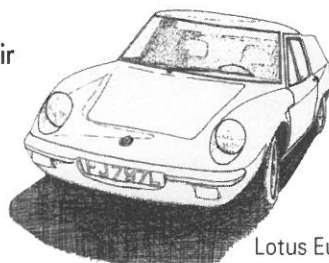
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**Luke Bennett, Production Operations Manager
Lotus Cars To Speak at LOG 25**

Lotus Ltd. is proud to announce Luke Bennett; Production Operations Manager Lotus Cars will join us for LOG 25 as the Saturday Banquet guest speaker.



Luke joined Lotus August 1990, at the ripe age of 23, as a process engineer with responsibilities for providing build instructions for the M100 Elan assembly team. As a team member of the US Elan production launch team, Luke lead many continuous improvement workshops to improve quality and productivity under the tuition of GM Europe 'Kaizen' specialists.

Working his way through Lotus on projects during the early 90's that included the Esprit Sport 300 and the Limited Edition Elan S2, Luke lead the production launch team and went on to supervise the vehicle assembly team. During this busy time Luke studied Business and Management at Norwich City College.

Promoted to Manufacturing Engineering Manager in 1996 where key achievements included the production introduction of the Esprit V8 and Elise S1, facilitating the Elise S1 to 20 vehicles a week and, over a period of one year, increasing productivity to a peak of 80 units per week. During this time Lotus also achieved QS & ISO 9000 quality standards.

In 1998 Luke joined the business strategy team, developing product and process strategies for Lotus Cars and in 1999 became platform manager for Elise based products. Key to this role was the launch of the Elise S2 and included leading the platform team, launching the car at Birmingham, England in 2000 and moving on to full production of 80 per week during 2001.

In 2002 Luke was promoted to Production Operations Manager as part of succession planning on Morris Downton's retirement, having held this post since. Luke played a key role in making the Federal Elise for the USA a reality. Luke is particularly proud to head up an organisation of 450 staff, with a four strong management team, in all disciplines of manufacturing. Luke reports to Clive Dopson, Managing Director of Lotus Cars, and works with a management team that includes Selwyn Mould, Head of Supply Chain and Brian Getley, Manufacturing Engineering Manager.

Born January 14, 1967 and happily married to Julie for 13 years. Luke and Julie have two daughters aged 8 and 5, and a son aged 2. Luke has an apprenticeship in tool making and has spent time in both design and quality functions prior to his career with Lotus.

In his own words, "I am passionate about cars, especially Lotus. It stands for so many things that I value such as creativity, innovation, people, heritage, integrity and Colin Chapman. My aim is to make Lotus Manufacturing a recognised world class niche volume player and inspire customers to become lifers with Lotus."

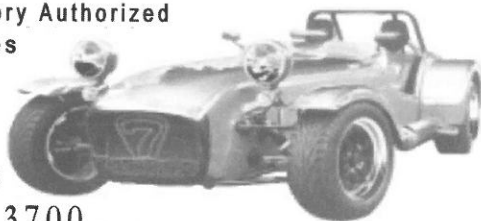
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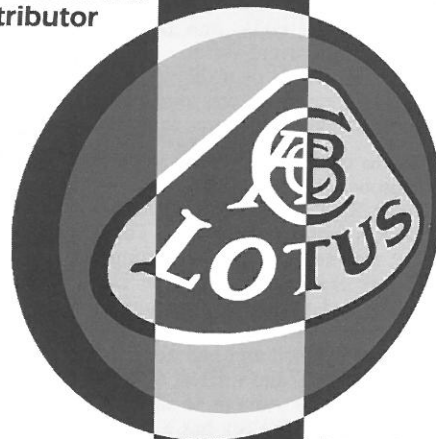
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ACROSS THE POND

By Gordon Morris

Tempus fugit, as the Romans said, and this year time seems to be flying by at great speed. Now that Easter's behind us, the evenings are lighter, the temperature rises steadily and the UK Lotus season is well under way. Traditionally, the season starts with Club Lotus' two day event at Donington, which I described in some detail last month.

Alan Morgan is the (relatively) new owner of Club Lotus and he and his team put on a fine event for us. The tried and tested format established by Graham Arnold over the years continues, with a tweak here and there to make sure that everyone's happy. There's so much going on over the two days that *tempus fugit* even more than usual.

I was delighted to meet so many US visitors to what has become the UK's – and probably Europe's as well – biggest and best Lotus gathering. Kermit Racing traded fast and furiously and many rare and precious artefacts found new homes. The Club stands were quite superb as always; for me the most interesting car on display was a special bodied Mark Six which had a de Dion rear axle carefully engineered by HWM and a rather fine aluminium body hand beaten by Williams and Pritchard. For me, the best thing about this unusual car was that it was never finished and had never been used; it seems that the owner ran out of money and interest at about the same time. The car had been stored for fifty years or so and was discovered by its new owner a year or two ago. The Six has a wonderful patina that would be a shame to lose; the owner wants to run the car as the original owner intended and is occupied in reawakening the MG/Wolseley 1500cc engine from its long slumber and is trying to comply with current Construction and Use Regulations in order to get the car back on the road. Not the least of his problems is finding a way of mounting headlights on the very aerodynamic body which seems to have been designed with no consideration for such mundane requirements. A further dilemma is the level to which the car should be restored. The body is heavily oxidised bare aluminium and the car is a bit grubby – exactly as you'd expect to find after fifty years' hibernation. The general view from interested observers – your correspondent included – was that the minimum of restoration should be carried out so that the present patina could be preserved. The body was so badly oxidised that it could not really be polished as the original owner intended. The answer may well be to carefully fill the bodywork and spray it BRG.

I faced the same problem with my Seven – I wanted to keep as much of the original aluminium as possible and to have a polished body with BRG wings and nosecone. The aluminium had suffered too much – from oxidation and from dents and other repaired damage – for it ever to appear naked and unashamed – so I had little option other than to carefully fill it and spray it exactly the same BRG – there are dozens of variations – that Gary David and Bill Baldwin both chose for their Sevens. There were plenty of shiny single seaters and Elises of every kind on show, but for me the car of the show was that rather decrepit Six with its wonderful patina and tremendous possibilities.

The prime event of the weekend – for me at least – is always the Club Elite Dinner, which takes place in a local hotel on the Saturday evening. Club Chairman Malcolm Ricketts always manages to round up a fine group of Lotus luminaries and this year was no exception. There was no keynote speech as such, but Don Hands, an experienced MC and racer of Elans and the unique Lotus 58, roved around and invited guests to tell us about their experiences. This year, the theme was the 1968 Formula One season and the guests were Bette Hill, widow of Graham and mother of Damon – world champions both – together with Bob Dance and Bob Sparshott, Team Lotus mechanics at that momentous and successful yet tragic time.

Jimmy Clark and Graham Hill started 1968 as they had left 1967 by filling the first two places on the South African GP in January to give the Team the best possible start to the new season. Then Jimmy and Mike Spence died within weeks of each other and ACBC was so overcome he wanted nothing to do with racing and disappeared for some time. Life has to go on, however, and there was a Grand Prix season to get on with. It was left to Graham to pull the shattered Team together by sheer force of personality and he gave them the best possible tonic by winning the next event, the Spanish GP and then going on to win a closely fought Championship.

Bette described the vital part she and Graham played in all of this; the two Bobs related – modestly, because that is their way – what it took to keep the Lotus 49s competitive and raceworthy, at the same time as maintaining Team morale at what must have been an awful time. I've read all about this in the books and was aware of the enormity of the difficulties they faced, but the individual testimony of those who were at the centre of events 37 years ago made those difficulties real and Team Lotus' gritty determination to succeed against all the odds, when lesser teams would have collapsed, was all the more praiseworthy.

Back to the present day. I was sad to see in the national Press that the new Esprit will be built in Malaysia and will have a German engine. How can this be? The realist in me understands that globalisation of car manufacture makes such an apparently sacrilegious suggestion not only possible but economically practical. How long will it be before Elise manufacture goes there too and Lotus Engineering will be the only British bit of Lotus left? The apparent demise of MG Rover in the past week makes this likelier than ever. British sports car manufacture is in turmoil, with significant changes at TVR, Jaguar and Caterham as well in recent months I wonder if we can continue to build the sort of cars we all love for much longer.

On a happier note, our plans are pretty well complete to take four Sevens to Denmark and Sweden for the Scandinavian Seven Meeting. At the end of May, we'll take the car ferry to Esbjerg on the west coast of Denmark and take our time driving across Denmark, meeting people and crossing two stunning bridges, to meet up with the Scandinavian branch of the international Lotus family in Malmo, Sweden on the Saturday morning. Then we drive together to a National Park where there's a dinner and other festivities planned for the Saturday evening. On Sunday we visit another National Park on the Sunday before a short ferry trip back into Denmark, a stay with friends near Copenhagen, a couple of days on the coast of Sealand and then home. Inevitably, things appear to be a bit vague at this distance, but this doesn't worry us too much as we know, from previous experience, that our Scandinavian friends will get it right on the night, the welcome will be warm, tyre kicking will be fun and we'll all have a good time. You'll hear about what really happened in this column.

As I said earlier, time rushes by and I must now make arrangements for getting to LOG 25 which is only four months off as I write. My mother always told me not to wish my life away but that was one of her strictures I tended to ignore because there was always so much to anticipate. Thankfully, that is still the case and I look forward to yet another spring, summer and autumn of Lotus driving, chat, meeting friends and kicking tyres with undiminished enthusiasm.

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

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Pit Stops

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

- May (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.
- May 15 (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.com
- May 17 (Tue)** Texas Lotus Club (Dallas) Regular third Tuesday-of-the-month Pub Night at The Londoner, Beltway at Midway, Addison, TX, 7pm. Contact: marthaclinks cale@yahoo.com
- May 20-22 (Fri-Sun)** Texas Lotus Meet at Sports Car World, Evant, TX. Contact Frank at 254-471-5539 or scw@centex.net
- May 21-22 (Sat-Sun)** Southwest Sevens Festival at the Motorsports Ranch, Cresson, TX. Contact: Bernie Long, bclong@verizon.net
- May 21 (Sat.)** (tentative) New England Lotus Lovers, Inc. (NELLI) a Dyno Day at New England Dyno. Check the web site (www.nelli.org) or contact John White at President@nelly.org
- May 29 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Cannonball/GasLight Café, Wyoming, NY (South of Rochester, NY on Route 19. Arrive at 9:30. Please RSVP as the Pub wants to know how many are dining. Come and see the famous Cannonball Pub. For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- June (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
- June 4 (Sat)** Texas Lotus Club (Dallas) Exotic Car Show at Boardwalk Ferrari, 6300 International, Plano, TX, 10am-2pm. Contact: thomas.bohmier@broadwing.com
- June 5 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at Brian's USA Diner, Mount Morris NY. on Route 36 (585) 658-9380 Around where you turn in to go into Letchworth State Park. For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- June 11,12 (Sat, Sun)** (tentative) New England Lotus Lovers, Inc. (NELLI) a fun run to Burlington, VT. Check the web site (www.nelli.org) or contact John White at President@nelly.org
- June 12 (Sun.)** Lotus Owners of New York (LOONY) We all meet at Euro Car Day. Lancaster, NY (Just east of Route 78) Behind the Rose Garden Restaurant and Picnic Grove at 2753 Wehrle Dr 716-632-9871 For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- June 14 (Tues.)** ALCC monthly meeting with Birmingham British Motoring Club. Located at Incachoots from 6:30 PM 'til. Located next to Buster's (old meeting place now closed) in Hoover Square Shopping Center off US 31 in Hoover. We will discuss LOG 25 attendance and caravan plans with other Lotus clubs from Georgia and Florida.

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1964 ELAN S1 26R REPLICA, RHD, all Tony Thompson parts, beautiful, pix/details at j.schneeman@worldnet.att.net. \$22,000. John, (206) 854-6706 (WA).

1971 ELAN PLUS 2S, everything new (incl. battery), Lucas is gone, red/black, can arrange carrier delivery, e-mail pix avail. \$9,900. Walter, (262) 786-2321 (WI), wegager@pol.net.

1969 PLUS 2, Weber head, Cosworth cams, 45mm Dellortos, knock-offs, 3.55:1 rear, 36K mi., owned since '80, mech. restored, lights, motors relays, controls & gauges ok, Chapman wheel, no damage or stress cracks, trim xlnt., int. tidy, rust free & painted frame, new side sills, BRG w/ some fade, dash crazed, well sorted to Lotus specs, maint. recs. \$7,500. Jack, jbrady2804@aol.com, (630) 860-5458 (IL).

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