



47/6

# LOTUS *re*MARQUE



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# LOTUS *re*MARQUE

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*Foster Cooperstein*



*Ben Lower*



*Tony Vaccaro*



*William Taylor*

## PRESIDENT

It is truly hard for me to believe that we are in the year 2020. For me the year 2020 was always a date so far in the future that it was something of science fiction, like flying in space or talking on Star Trek communicators. Wait, giving that some thought, I guess a lot of us are doing exactly that and still driving 50-year old sports cars. I like driving my 1969 Elan and leaving the cell phone in my pocket. I can't hear the phone anyway and I prefer to concentrate on the sound of the Webers pulling in all that air to be compressed into horsepower.

I have just sent in the contract for our 2020 High-Performance Driver Education Day at Watkins Glen. Working again with the Mercedes-Benz Club of America, this year our day at the Glen will be Wednesday June 17, 2020. Along with our full day Performance Education program we now offer an event we call the Performance Driving Experience. For a cost of \$100, you will have a few laps in the morning with an instructor driving showing you the correct racing line around Watkins Glen. As you will be running behind a pace car and driving at highway speeds no helmet will be required. Then in the afternoon, after informational classroom time, you take to the wheel yourself for a few more laps around Watkins Glen at reduced speed (highway speeds again) with your instructor in the passenger seat teaching you the correct line around Watkins Glen International. We will also have our usual 'Laps and Lunch' and all Lotus, Ltd. members are welcome to join us and spectate. It is a wonderful way to spend a summer day in the Finger Lakes Region of New York State. Contact me if you are interested in any portion of our day at Watkins Glen.

Plans are well under way for our Lotus Owners Gathering LOG40 in Salt Lake City, Utah, September 18-21, 2020. Rich Shea and the Utah Lotus Owners Coalition (ULOCO) are planning a great LOG for all of us and we are all looking forward to making the trip out to Salt Lake City. Make your reservations and plans now for attending this year's LOG. Hotel reservations are open. More information will be forthcoming and will be on the Lotus, Ltd. website and in Lotus *re*Marque.

For 2020 Lotus, Ltd. will be holding more car control clinics at Lime Rock Park. As soon as we have those dates firmed up, we will send out an e-blast to let you all know of the plans. Last year's car control clinics were enjoyed by all those that attended. We are working on arranging a Performance Driver Education Day at Lime Rock Park. If you would be interested in attending, please send me an email as I need to know our members level of interest.

I again would like to put a call out for the position of Treasurer for Lotus Ltd. Our current Treasurer will be retiring at the end of 2020, and we are searching for a qualified financial person to take his place. If you have a financial background and would like to help run Lotus, Ltd. please send me an email. You must consent to a background check and willing to serve at least two years.

Speaking of Lotus, Ltd. positions, balloting for this year's elections just closed at 11:59:59 PM on December 31st. Your officers for the next two years are Brian Vaccaro, Vice President, Jim Roberts, Recording Secretary and Mike Pearce, Treasurer. Serving in the Director at Large positions will be Doug Miller and Wes Spera.

With the dawn of this new decade Lotus Cars is embarking on what will be a whole new era of incredible growth. The purchase of Lotus Cars by the Geely Group will allow Lotus to utilize the financial resources of a company that sold 1.5 million cars in 2018. Without a doubt, this will mean new Lotus models for the North American market. To say we are all excited would be an understatement.

The Lotus, Ltd. board would like to wish all of its members a Happy New Year and may this year bring you many miles of Lotus driving enjoyment.

**Tony Vaccaro**  
President, Lotus, Ltd.

Cover Image: Elite on the 2019 Colorado Grand rally. image © William Taylor

# Lotus club NEWS

## ALABAMA

Alabama Lotus Car Club - JOHN HIGGINS,  
Birmingham, AL, (205) 936-9997, johndhiggins3@mindspring.com

## CALIFORNIA

Lotus of Los Angeles [LOLA], More info in the next issue!!!!

## CAROLINAS

Lotus Car Club of the Carolinas [LC3] - JIM GRUNEWALD  
Raleigh, NC, jgrunewald@nc.rr.com

Carolina's Lotus Owners Group [CLOG] - RAY SCHWARTZ  
Winston/Salem, Burlington, Raleigh/Durham, NC,  
(973) 464-3366, a59mogguy@yahoo.com

## COLORADO

Lotus Colorado [LOCO] - TATIANA JORDAN,  
Denver, CO, tatiana.jordan@gmail.com

## FLORIDA

Associated Lotus Owners of Florida [ALOOF] - DENNIS FRESCH,  
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## GEORGIA

Lotus, Ltd. Southeast (LLSE) - SHAUN RAMKUMAR,  
Atlanta, GA, (678) 451-9948, shaun.i.ramkumar@gmail.com

## IOWA

Lotus Owners Touring Iowa (LOTI) - MARK DOUBET,  
Mt. Vernon, IA, (319) 329-7110, madoubet@msn.com

## KANSAS

Amalgamated Lotus Owners - MARK BRACEWELL,  
Kansas City, MO/KS, (816) 806-2920, mbracewell@kc.rr.com

## LOUISIANA

Louisiana Lotus [LALLA] - MICHAEL GLORE,  
Destrehan, LA, (985) 764-2396, mglore@southernprecision.com

## WASHINGTON, DC and MARYLAND

DC Chapter - PHIL MITCHELL, Wheaton, MD,  
(301) 942-6059, jpsespri044@yahoo.com

## MASSACHUSETTS

New England Lotus Club [NELLI] - JON GARDNER & BARBARA SALOME,  
Putnam, CT, (860) 382-6462, jon.a.gardner@snet.net

New England Members of Lotus Ltd. (NEMOLL) - SHAWN DRISCOLL, Chelmsford,  
MA, (978) 314-3865, shawngtp@yahoo.com

## MICHIGAN

Great Lakes Lotus Club - MARK PLECHATY,  
South Haven, MI, (708) 369-2736, greatlakeslotus@gmail.com

## MISSOURI

St. Louis Area Lotus Lovers (STALLS) - to Chris Faulbaum,  
MO, (314) 920 3098, faulbaumc@yahoo.com

## NEVADA

Lotus Car Club of Southern Nevada - SEAN LETHBRIDGE,  
Las Vegas, (702) 375-1177 (cell), s3964L@lvmpd.com

## NEW YORK

Lotus Owners Of New York (LOONY) - TONY VACCARO,  
New York (Western), (716) 861-1412, tvacc@lotusowners.com

Lotus Enthusiasts Organization [LEO] - "Please contact  
temporary LEO co-ordinator Kyle Kaulback (see PALS)

## OHIO

Cleveland Area Lotus, Ltd. (CALL) - ROD WIGGINS,  
Berea, OH, (216) 496-1452, rwiggins951@gmail.com

## PENNSYLVANIA

Philadelphia Area Lotus Society (PALS) - KYLE KAULBACK,  
Bethel, PA, (717) 933-9393, kylekaulback@msn.com

Lotus in Pittsburgh (LIP) - RUSSELL MUSTA,  
Clinton, PA, (412) 491-9361, lotusinpittsburgh@comcast.net

## TENNESSEE

Tennessee Area Lotus Enthusiasts - MIKE McMILLAN,  
Friendsville, TN, (865) 995-3366, mimcmillan1@gmail.com

## TEXAS

Austin Lotus Enthusiasts (ALE) - ERIC TUCKER, TX, (512) 458-6400

Lotus Owners of Southern Texas (LOST) - NIGEL HARRISON,  
Houston, TX, (713) 824-1928

North Texas Lotus Club - DEREK BLAKELY,  
Dallas, TX, (214) 316-6401, derek@sportscarworld.com

## UTAH

Utah Lotus Owners Coalition (ULOCO) - RICH SHEYA,  
Murray, UT, (801) 971-0956, rsheya@canyonheating.com

## VIRGINIA

Northern Virginia Lotus Car Club (NoVA) - MARK FRANKE,  
VA, (703) 963-0773, mfranke@cox.net

# LOTUS LTD. THE NEW BOARD

Another year for Lotus, Ltd., and that means election results! We're pleased to announce continuing as board members for 2020 are: Tony Vaccaro (President), Brian Vaccaro (VP), Cora Gregorie (Corresponding Secretary), Mike Pearce (Treasurer), Jim Roberts (Recording Secretary), Rose Perry (Director-at-Large), and Ed Reagan (Director-at-Large). Newly elected Directors-at-Large are: Wes Spera and Doug Miller. Welcome Wes and Doug. We can't wait for our first meeting together.

Lastly, we'd like to offer a big "THANK YOU" to all our club members. Without your dedication, support, and love of this marque there wouldn't be a club. We're always looking for new voices and expertise on the Board of Directors, and we hope you consider running during our next election at the end of 2020.





# Lotus club PIT STOPS

Letters, e-mails, news will be published at the editors discretion and may be edited. Please send any material (and pictures) to William Taylor at Coterie Press E-mail on coterietld@aol.com

## Amalgamated Lotus Owners of Kansas City

We meet every Saturday for breakfast with other like minded people. We usually start at 7:30 and go to about 9:30am. Contact the benevolent dictator of Amalgamated Lotus Owners Mark Bracewell on (816) 806-2920 for info on breakfast and other events.

## Lotus Owners South Texas (LOST)

Have a monthly meeting second Saturday of every month at Star Motor Cars, Houston at 10:00am. After the meeting, cruise and lunch. Check for this months meeting place at: <http://northtexaslotusclub.com>

## North Texas Lotus Club (NTLC)

Monthly meetings third Tuesday of every month, 7:00pm at The Londoner, 14930 Midway Rd, Addison, TX 75001. For info contact Ethan Chiffreller on (214) 316-6401, [trancethan@gmail.com](mailto:trancethan@gmail.com) or [www.northtexaslotusclub.org](http://www.northtexaslotusclub.org)

## Southern Nevada Lotus Car Club (SNLCC)

We meet in the Las Vegas area on the third Saturday of every month to drive, party & play! We post some events at [lasvegascarclubs.com](http://lasvegascarclubs.com) which are drives, shows, track events, races and more. We announce our events by email. So get on our mailing list for email updates. For more information contact Sean Lethbridge at (702) 375-1177 or e-mail Sean at [seanlethbridge@hotmail.com](mailto:seanlethbridge@hotmail.com)

## Alabama Lotus Car Club (ALCC)

Meeting locations change from month to month, so please contact John Higgins, in Birmingham, Tel: (205) 936-9997. e-mail: [johndhiggins3@mindspring.com](mailto:johndhiggins3@mindspring.com), for info on any club gatherings and events.

## Lotus Colorado (LOCO)

Meet on the last Tuesday of every month for informal monthly meetings. For details on club meetings contact club President Tatiana Jordan on [tatiana.jordan@gmail.com](mailto:tatiana.jordan@gmail.com). For details on other LOCO events go to their website at [www.lotuscolorado.com](http://www.lotuscolorado.com).

## Lotus Limited Southeast (LLSE)

We have monthly dinner meetings and mountain drives, along with many various other events. For full details look us up on Yahoo Groups or Facebook. For more information contact Shaun Ramkumar or go to <http://autos.groups.yahoo.com/group/LLSE/> and don't forget our Facebook page!

## Lotus Car Club of the Carolinas (LC3)

Group drives, workshops, track-time and social events for Lotus car lovers in North and South Carolina. See LC3 on 'Facebook' or [www.lotusc3.com](http://www.lotusc3.com).

## Lotus In Pittsburgh (LiP)

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. [www.lotusinpittsburgh.webs.com](http://www.lotusinpittsburgh.webs.com). e-mail - [lotusinpittsburgh@comcast.net](mailto:lotusinpittsburgh@comcast.net).

Notification of meetings and gatherings to follow. Watch for updates on Facebook Group and website.

## St. Louis Area Lotus Lovers (STALLS)

We finished 2018 with a well attended holiday dinner. Our club held many events including participating in the St. Louis European Car Show, a tech session featuring brake technology, a run through the beautiful Missouri countryside, and a series of F1 gatherings. The club is looking forward to an equally great 2018. For more info on STALLS, contact to Chris Faulbaum bel tel on 314 920 3098 or email at: [faulbaumc@yahoo.com](mailto:faulbaumc@yahoo.com)

## New England Members of Lotus Ltd. (NEMOLL)

NEMOLL members can meet regularly at the Boston Cars & Coffee at the Larz Anderson Auto Museum as well as monthly local meets as they are scheduled. Everything is being kept current in the NEMOLL calendar: <https://sites.google.com/site/nemollcarclub/events>

## Lotus Owners of New York (LOONY)

LOONY pitstops/breakfasts have always been put on hiatus from the time the snow flies in the late Fall till the road salt is washed away in the Spring. We will have monthly breakfasts without our Lotus cars on a weather permitting basis. Please look at the LOONY website, [www.lotusowners.com](http://www.lotusowners.com) for updated information. You can also contact Tony Vaccaro at 716-861-1412 or email Tony at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com)

## New England Lotus Club (NELLI)

Join NELLI members and celebrate all things Lotus. NELLI members, guests, prospective members as well as all Lotus, Ltd. members and Lotus aficionados are welcome at all our events. Bring your Lotus and/or pictures to share. If you are interested in joining NELLI or keeping up with our activities, go to our website at [www.nelli.org](http://www.nelli.org) for more information and news of our events.

## Philadelphia Area Lotus Society (PALS)

PALS is dedicated to Lotus enthusiasts in the Eastern PA, New Jersey, New York City Metro, Delaware and NE Maryland geographic area. Contact Kyle for more info on any PALS events at [kylekaulback@msn.com](mailto:kylekaulback@msn.com).

## Utah Lotus Owners Coalition (ULOCO)

We hold ULOCO meetings at 2233 South 300 East, Salt Lake City, UT 84115, and use it as a starting point for drives, BBQs and other events. For more details contact Rich Sheya at [rsheya@canyonheating.com](mailto:rsheya@canyonheating.com)

## Northern Virginia Lotus Car Club (NOVA)

NOVA is a casual gathering of Lotus owners and enthusiasts in the Northern Virginia area. For more info on events contact Mark Franke on [mfranke@cox.net](mailto:mfranke@cox.net)



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# LOG UPDATE



September 18th-20th, 2020



## HOTEL

The hotel has a very nice bar in which to relax with other Lotus lovers and has views of the mountains and, if you're lucky, a glimpse of the resident mule deer herd. Their "Thistle & Thyme" restaurant is next to the bar and there's a convenience store and Starbucks Coffee on site. Here's a link to the hotel website: <https://www.marriott.com/hotels/travel/slcup-salt-lake-city-marriott-university-park>.

We will have one registration line at the hotel where you can pick up your credentials for all the events for which you registered. Registration for the hotel is with them directly.

The hotel is one stop light and one stop sign away from hundreds of miles of wonderful sportscar roads. We'll have many self-guided tours in the goodie bag several of which start from the hotel and can last from an hour to all day. There is a lot of good stuff within 30 minutes of the hotel.

## UTAH AREA

Non-Lotus activities within a very short (walking) distance from the hotel include Red Butte Gardens, the Utah Museum of Natural History, the historic Fort Douglas Cemetery and Hogle Zoo. Red Butte, the museum and cemetery are within walking distance or a short hotel shuttle ride. The zoo is best reached by car or hotel shuttle. Also within shuttle distance are downtown Salt Lake City and the Salt Lake LDS Temple, and the Utah Museum of Fine Arts.

A typical day at LOG 40 will start with breakfast in the bar or restaurant, then a tech session or two, then a sightseeing tour or two on some of the most beautiful sportscar roads in the country. Lunch will be on your own although ULOCO will make some recommendations depending on which route you're on. Once back at the hotel enjoy some down time where you'll be able to enjoy cocktails and conversations prior to the evening's dinner and presenters.

The Casual Concours will be in the hotel parking lot so do take advantage of the free car wash and take some time to make your Lotus beautiful. As usual for LOGs, we'll have carwash stations with supplies generously donated by Detail Garage. It will be located on the lower west parking lot.

The Panoramic photo will be taken in Murray Park, a short drive from the hotel. After the photo you'll have some time to take in more of the sights in and around Salt Lake City. The Bonneville Salt Flats are about a 90 minute drive west of Salt Lake on I-80. The flats are immense and so flat you can see the curve of the earth. We strongly recommend you do not drive on the salt although you can if you so desire. The top layer of salt is a little loose and if your car isn't set up for driving on the salt it can get squirrely at relatively low speeds—which is very scary. Ask me how I know... The top layer of salt is also sticky and will get stuck everywhere under your car. It can take 2-3 hours at a car wash to remove it all, and even then you'll keep finding it for years.

## SUNDAY

Sunday evening is the farewell buffet with interesting presenters and a time to talk with your new Lotus friends.

## MONDAY

The Monday track day starts early at Utah Motorsports Complex with the mandatory classroom sessions starting at 8:45. Monday is also the start of the three-day Utah Tour d'Elegance so there will be some very interesting machinery on the track with our Lotus cars. Track sessions will be 20-30 minutes long, there will be manned corner stations and emergency crews during all the sessions. The last run group will finish around 5pm and there will be about an hour of downtime to get cleaned up at the on-site showers and take in the cocktail/appetizer room. Exhibition laps and photo ops will start right after the last run group is off-track. Dinner and our keynote speaker will be in the "Hall of Champions". The event will end at 9:00pm.

## Independent - UTAH Tour d'Elegance

Although not part of LOG, there will be an independently run "Utah Fast Pass" type, three-day statewide rally, that LOG participants are welcome to sign up for, taking place at the end of LOG.

The first day of the rally will be the last day of LOG 40, the track day, so there will be McLarens, Lamborghinis, Ferraris and other fun stuff in the run groups—should make for an interesting day.

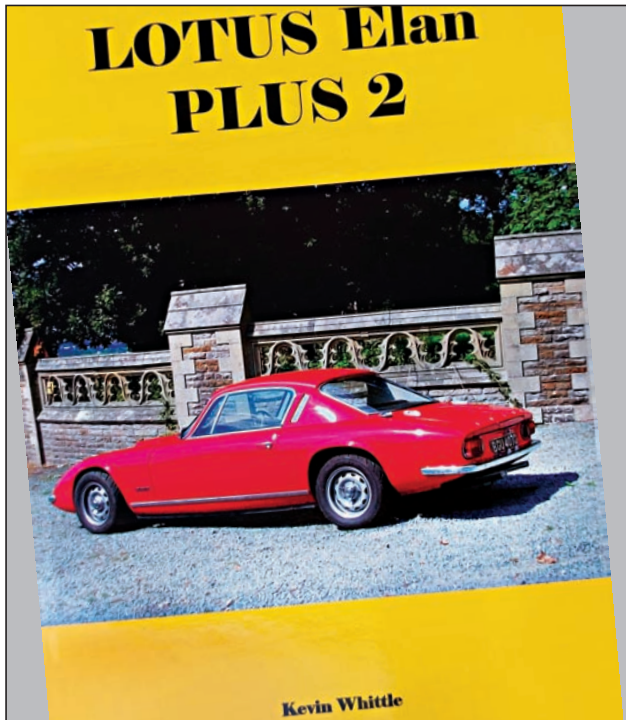
Cost is \$4,000/car and is limited to 25 cars; almost everything is included in the entry fee: hotels, breakfast, dinners, not fuel. LOG 40 participants will have a 1-day head start on being able to sign up. The rally will benefit two charities: Cirque Lodge Foundation and Honoring Heroes—specifics upon request. Rally participants will be attending all the track activities on Monday and included in everything happening, they'll just be another part of the family!

Rally participants will congregate at UMC at 9:00 on Tuesday morning for a 300 mile or so scenic drive to a hotel in a small town in south eastern Utah and for two days of exploration and fabulous sportscar drives. Hotel rooms, breakfast and dinners are covered by the registration fee, lunch is on your own unless otherwise noted. The third day we'll drive back-roads to Salt Lake where we'll have a final night banquet/party.

For more info on this event contact Rich Shea on: [charman@log40.org](mailto:charman@log40.org)







# Lotus Elan Plus 2

by Kevin Whittle

Published by Whittle Books

ISBN: N/A PRICE: £50 plus £19 Shipping (\$66.00 plus \$25 Shipping)  
Hardback (8.5x12in), 200 pages

As the owner of a Plus 2, I'm always interested in information about these often-underappreciated cars. I've learned a lot through online forums as well as the various manuals and old magazine articles that came with my car, but a real, authoritative reference on the Plus 2 was sorely lacking. There are many books about the Elan that include some Plus 2 materials, but it's always secondary to the main content and leaves the reader wanting.

It was with great interest then that I saw that a fellow member of the Lotus Elan Forums at [lotuselan.net](http://lotuselan.net) was working on a book dedicated to the Plus 2. Author Kevin Whittle has been a Lotus enthusiast since the 1960s and has owned many Lotus cars from Type 18 through 74, has raced a few of them, published a couple of magazines dedicated to racing Lotus, edited Historic Lotus magazine, and has authored several books about specific Lotus types including the 19, 35, and 46. His current stable of Lotus includes a Plus 2, of which he has owned several. With these credits to his name, Whittle is supremely qualified to author books about historic Lotus cars.

The book opens with a forward by Malcolm Ricketts, followed by several chapters that give the background for early Lotus cars and the evolution of the Elan and the Twin Cam engine. The chapter about the initial Plus 2 prototypes could be more detailed, but there is more than enough detail to make up for this in subsequent chapters that cover the variants from the basic Plus 2 to the Plus 2S 130 and the JPS specials. There is a chapter about the 5-speed gearbox, as well as chapters about rebuilding a Plus 2, modifications and upgrades, racing, and more.

My only complaint is that some of the writing could have been helped with better proofreading - there are some awkward sentence structures and punctuations and such, but no Lotus fan should let this prevent their enjoyment of the book - and given how idiosyncratic our beloved Lotus cars are, it's fitting in its own way.

The book is full of excellent photographs, many from rebuilds or restoration projects, along with reproductions of period advertising and magazine articles and road tests. There are also technical drawings, and much of Whittle's well-informed writing. The amount of detail contained in the 199 pages is quite considerable. Whether you are a serious restorer or just an enthusiast or anything in between, if you are interested in the Plus 2 then you need this book. It really is a comprehensive resource and I highly recommend it.

Lotus Elan Plus 2 is available directly from Whittle Books, [www.whittlebooks.com](http://www.whittlebooks.com)





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## *LOCO at Lotus of Denver*

by Jo Taylor

Images © William Taylor

On a typical cool, but sunny Sunday in October, and as part of their monthly meeting, Lotus Colorado (LOCO) members were invited to an exclusive event at Colorado dealership Lotus of Denver.

Ryan Chapman the Lotus Auto Technician at Lotus of Denver gave everyone a tour of the facility and talked about his enviable job in the world of Lotus; visiting Pebble Beach, meeting with Russell Carr and Phil Popham,

and what he had learnt from Lotus Cars about the new Lotus Evija, its features; and when we might expect to see it here in the USA. (Rumour has it that there might well be a demonstrator in Colorado sometime this year, but Ryan couldn't confirm or deny this!)

After a pizza lunch, a special green & yellow 'Lotus Colorado' cake was served to club members and a brief LOCO meeting was held before everyone left for home.





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**I've had at least one Lotus in my garage since the late 70s starting with a yellow 1972 Series 2 Europa. It was badly in need of help although I didn't know it at the time. All I knew was that it was a Lotus that I could actually afford and I wanted it badly.**

A credit union had repossessed it because the young lady who owned it had been unable to keep up with both the car payments and repair costs—which should have been a sign for me to run the other way. But, it was a Lotus! It wasn't running when I bought it, the brakes were really weird, and its stance was really high in the front and really low in the rear. As it turned out, the rear spring/shock assemblies had been replaced by pickup truck shocks with a “helper” springs that weren't anywhere near strong enough to support the back of the car. Basically there was no rear suspension at all, the shocks would collapse all the way and become little more than a spacer to keep the tires from rubbing on the inner fenders—which, of course, caused the chassis to crack. After about



# *On Fuel Tanks, Europas and an '83 Turbo Esprit*

by Rich Sheya

Images © Rich Sheya

two years, an extremely steep learning curve (what the hell's a “banjo bolt”?) and a bunch of money the Europa was worthy of the Lotus name. I'd installed a hot-rodded 150bhp Gordini engine in place of the 60 horsepower Renault engine and either rebuilt or modified most of the car's systems; when it wasn't twisting off axles it was a lot of fun on the autocross course. I was learning the passion that owning and driving a Lotus generates. When a Lotus is working well it's so amazingly wonderful that we put up with all the crap (and expense) to fix them when they're not working well. One day, as if by magic, a red 74 Twin-cam Europa showed up in my garage. So now we're a two-Lotus family.

It's amazing how quickly our lives can change. The old cliché about “life changing in an instant” is true. In my case it was a guy who blew a red light and smacked my S2 Europa in the right front corner on a diagonal. The impact was so hard it tried to throw me through the passenger side windshield but, as I'd installed a 6-point racing harness, it only managed to bruise me where the seat belts did their job, and cut up my face and arms a bit from flying glass. The impact totally destroyed the Europa, it was knocked clean off its chassis, every body panel was cracked, the chassis was hopelessly tweaked, most of the glass was broken. After spending a few hours in the hospital, the doctors declared that I was mostly just cut up, banged and bruised with the only real injury being a broken left wrist from holding on to the steering wheel during the impact. The only fortunate thing about this crash (if anything about a crash can be considered “fortunate”) was that the guy who hit me had good insurance. As I healed up I started looking for a replacement Lotus and it had to be yellow with a black interior, the same as my Europa. This being long before the internet I cruised the ads and found a yellow and black 1978 Series 2 Esprit offered for sale by a guy who lived on Long Island in New York. I live in Salt Lake City, about 3500 miles away. He sent pictures, we talked on the phone, I sent him a deposit check then flew to New York with an overnight bag and toolbox. The Esprit was roadworthy, beautifully shiny, and everything he said about it was true, so we concluded our deal and I set out to drive my new Esprit clear across the country. It was September, the week before Labor Day, and a perfect time to take a cross-country drive. We took a week to make the trip, my Esprit and me, and had many adventures along the way. It ate up a set of rear tires between New York and Denver, the alternator output spade connectors fried somewhere in the middle of the country and all but one bolt fell out of the right side motor mount leaving the engine loose and wiggly in its compartment—but other than that the Esprit worked just fine.

Fast forward 23 years and 110,000 miles. The S2 Esprit still looks and runs just fine even though a few of those miles were hard racetrack miles going as fast as the car would go—sometimes sideways or backward. I decided to go to LOG 35 in Colorado Springs as it's an easy day's drive from where we live in Salt Lake City. So my wife, Diane and I, packed up a small suitcase (that's all the will fit in an Esprit) a toolbox and lit out for Colorado Springs in August of 2015. The whole LOG adventure was a great deal of fun, the car got us there with only a couple of glitches: the biggest of which was the rear brakes self-actuating. We'd be cruising along feeling fine and all of a sudden the rear brakes would self-apply and grind us to a halt, smoking and stinking up the place. After rocking it forward and backward a bit they'd release and we'd continue, until it would happen again. And again, and again. We finally made it to the hotel and borrowed a floor jack to see what was going on with the rear brakes. Long (very long...) diagnostic story short: the locating pins for the rear calipers had worn themselves loose in their mounts and were “cocking” over a little bit, just

enough to press the pads against the rotors, which in turn, would cock the caliper over harder thus grinding the car to a halt. The parking lot fix ended up with me buying several feeler gauge sets and wrapping the locating pins with the ones that would tighten them up. It worked fine and we drove the car to the top of Pikes Peak and down again, the only problem being the permanent grooves left in the dashboard by Diane's terrified fingers.

LOG 35 was a great event (thanks Ross and LOCO!) and we had a wonderful time being surrounded by like-minded Lotus people. The drive home was not quite as fun. My S2 Esprit doesn't have air conditioning and the weather had turned hot. With the windows down we wouldn't roast to death but the wind noise was deafening. We're not as young as we used to be and a few creature comforts are welcome, so when we got back home I sorta, kinda, started nosing around for an early Esprit with air conditioning.

One of the guys in our local club saw an 83 Turbo Esprit “Investor's Special Edition #33” (one of only 50 made) in Hemmings and mentioned that someone in our club should buy it. Not taking it too seriously, I emailed and called the seller then packed an overnight bag and toolbox and flew to Fairfax, Virginia where the car was located. “When was the last time it ran?”, I asked him. He thinks for a second “two years ago.” Uh huh... “When was the last time it drove?” He thinks again: “five years ago”, he said, while glancing up and to the left. Uh huhhhh... I tried starting it—no go. Alarm bells started going off in my head. It made good oil pressure and the compression was very good with almost no variation between cylinders but any delusions I might have had on fixing it enough to drive it home went out the window. I should have walked away. But it was a beautiful



Turbocharged Esprit! With air conditioning! We dickered then made the deal. I put it on a truck and mailed it home.

As it turned out, #33 was deeply in need of a great deal of help, contrary to the assertions of the seller: "Two weeks, tops, you'll have it back on the road" he'd said. Two weeks turned into 3-months, a few hundred hours of wrenching, and an engine-out project. The fuel gauge read half full but when I pulled the drain plugs on the bottom of the fuel tanks out drizzled about a cupful of the awfulest, foulest smelling gunk you could ever imagine oozing out of a gas tank. The fuel tanks crossover pipe was plugged solid with what looked like tar and smelled like decades old gasoline. When I pulled the fuel level sending unit in the right tank out to unstick the float the bottom of its mounting cap was as rusty as if it'd been sitting in a swamp for 5 years. Pretending I hadn't seen the rust I freed up the float, checked the resistance and re-installed it. The carbs were completely blocked with crystallized gasoline—I didn't even know gasoline could crystallize. I soaked the dismantled carbs in carb cleaner for two days trying to dissolve enough of the gunk to get the main jet/emulsion tube assemblies out of the carb bodies but to no avail. I finally used a small drift punch and tiny hammer to tap them out from the bottom. Some of the teensy metering holes in the brass parts were plugged with crystallized gasoline and would not come clean so I ended up using tiny wires and several tiny drill bits to push through the holes. Long story a little shorter: I had to bring #33 back to life one system at a time. The headlights didn't work because the drain hole in the left headlamp well was plugged with leaves and had filled up with rainwater which, of course, destroyed all the relays and headlight motor. Being a cheap backyard mechanic I took the headlight motor apart, cleaned everything in sight and put it back together. It is still working today, 25,000 miles later. All the rubber in the front suspension was rotten, so I had to completely disassemble the front suspension and install new rubber. While #33 had been slowly decaying under a car cover in a carport for years, the squirrels found it and stuffed every place they could get to with acorns. There were acorns in the boot, there were acorns in the bonnet, there were acorns stuffed into suspension bits and up the exhaust pipe. The first time we started up the engine there was clouds of blue smoke from the oil I had put down the spark plug holes which, of course, smelled like burned oil, but there was some other odor in there too, a different kind of odor. As I revved the engine suddenly: "KABLOOIE!" a fiery spate of smoldering acorns shot out of the muffler and bounced around the driveway.

I finally got #33 all together and running well enough to brave a drive to work. It ran poorly but it ran, leaving a faint odor of burnt acorns in its wake. After another three weeks of adjusting and trouble-shooting, it was running well enough to almost call it a "daily driver." A year later we drove it 3,000 miles to LOG 37 in Birmingham. It got us there — with a few little glitches along the way, true, but it got us there. And back—6,000+ miles overall and some of those were racetrack miles.

Then one day just cruising down the freeway it suddenly acted like it was running out of fuel: it'd maintain speed ok but if I wanted to speed up it would sputter and try to stall. I had installed a fuel filter just upstream of the fuel pump during #33's resurrection just in case there was still some junk floating around in the fuel tanks. Upon removing the fuel filter I discovered that it was plugged almost solid with powdered rust—it was a

wonder the car ran at all. The fuel filter was changed and the car ran fine—for about 100 miles then it acted like it was running out of fuel again. I pulled the fuel filter and it was again plugged solid. Very long story short: I became highly skilled at changing the fuel filter, having to do it every 75-100 miles. One time, immediately after changing it, I barely got a mile from home before the car sputtered and quit. Had to have it flatbedded home. It was, unfortunately, time to remove and replace the fuel tanks.

I had talked with an exotic car mechanic friend once in 1992 right after I'd purchased my S2 Esprit and he said that one of the worst jobs he'd ever done on any car was change the fuel tanks in an Esprit. He was (and still is) a highly skilled exotic car mechanic working for the local Ferrari, Lamborghini, and Maserati dealership; he knows his stuff. Basically, he told me, you must dismantle the back half of the car to get the old tanks out and the new ones in. Great... I put it out on the Esprit forum that I was going to cut the old tanks into bite-sized pieces to get them out and then deal with installing the new ones. Oh, the humanity! You'd have thought I'd said I was going to cut the fenders off and install a VW engine! The general consensus, voiced in no uncertain terms, was that I'd either blow myself (and #33) to the moon or light the car on fire along with the garage, house, neighborhood etc due to sparks and lingering gas fumes in the fuel tanks. So I tried to remove the tanks in one piece, starting with the left one. It rapidly became bleedingly apparent that I was going to have to remove the intake cam tower and timing belt or cut the inner bodywork to get the tank out—or cut up the tank. I keep a big nitrogen bottle in my garage for filling tires. So I rigged up a way to float nitrogen from the fuel tank's fuel pump outlet up through the tank and out the fill spout. I put the nitrogen regulator on 1# and let it run for about 20 minutes then attacked the fuel tank with a battery powered Sawzall which, by the way, was very satisfying. No explosions or fires. I cut the top outside corner off the tank all the way off and down about 2 inches and the crossover pipe spout and the tank slipped right out, no mess no fuss.

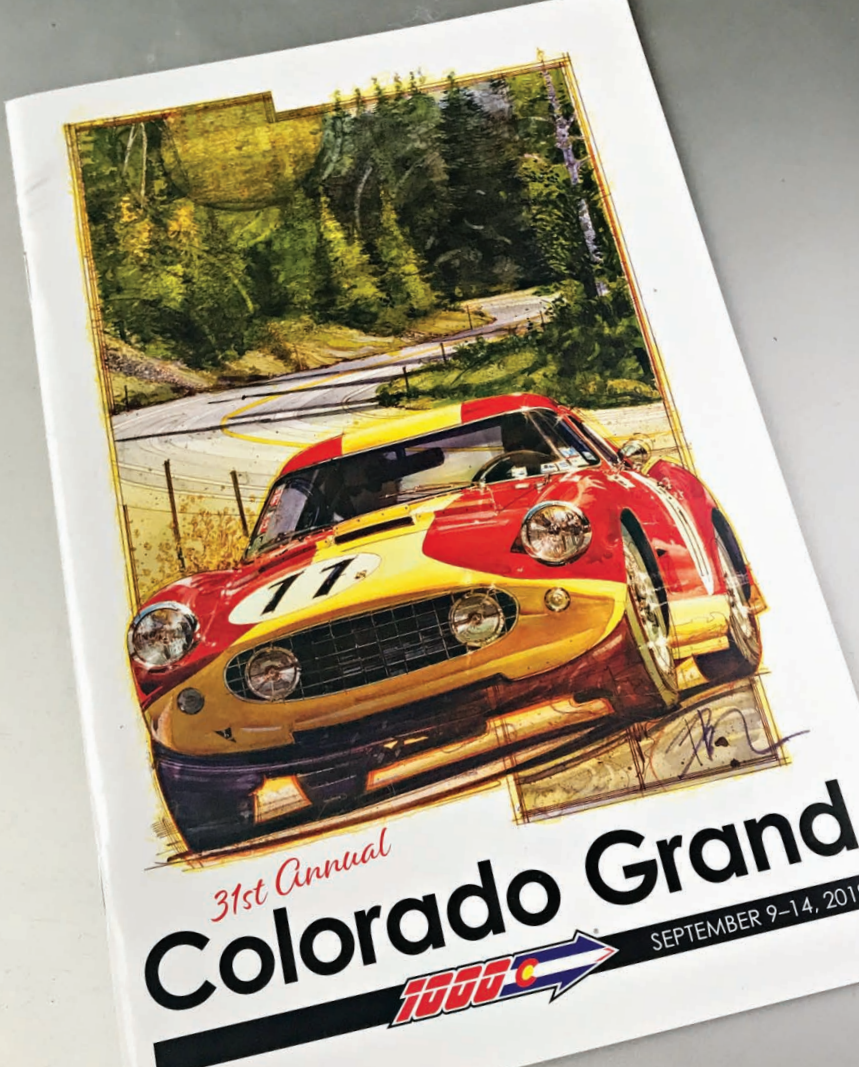
The new aluminum fuel tank dropped right in. Same story on the right tank: float some nitrogen through it then cut it up enough to get it out. The new aluminum tank dropped right in. Then came the fun of putting the car back together. All told it took me between 35-45 hours to remove and replace the fuel tanks, I didn't keep track because I didn't want to know. After I got it all put back together I cut the tops off both of the old fuel tanks to see how bad it was. I was expecting a little rust scale on the bottom of the tanks but there was about half an inch of rust flakes on the bottom of each tank and the fuel wells were full to the top with rust flakes—it's a wonder the car ran at all. My friend the exotic car mechanic was right: changing the tanks in an Esprit is a miserable job.

I left the upstream fuel filter in place just "because". After about 100 miles of driving the car acted like it was starving for fuel again and when I pulled the fuel filter out it was plugged with residual rust from the old tanks. I changed it and haven't had a fuel feed problem since. What a delight!

The moral of the story, I guess, is the same one I learned with my first Europa way back in the late 70s: when a Lotus is working well it's so delightful that we will put up with all kinds of misery and expense to fix it when it isn't being so delightful.







# A Grand Lotus

by William Taylor

Images © William Taylor

The Colorado Grand is an annual charity tour for 1960 and earlier sports and race cars of distinction. The event was founded in 1989 by Englewood, CO automotive enthusiast Bob Sutherland. Every September at the peak of the fall colour season approximately 85 vintage cars are driven in a relaxed, non-competitive event, covering 1,000 miles through the Rockies in five days.

The 2019 Colorado Grand was the 31st anniversary year for this remarkable event which has continued to provide serious help for Colorado Charities. Each year the Colorado Grand generates well over \$500,000 annually for small Colorado charities and Western Slope towns, as well as college scholarships to graduating high-school seniors in those towns. Current charities include the Colorado State Patrol Family Foundation, the Robert Sutherland Foundation, Flight for Life, CASA, and medical facilities in small towns. Cumulative donations since 1989 have reached over \$6.5 million.

The tour attracts entrants from around the world and always includes several 1920's and 1930's cars. Typical makes include Mercedes-Benz, Ferrari, Porsche, Bugatti, Alfa Romeo, Bentley, Aston Martin, Jaguar, Maserati, Allard, and such exotic names as Amilcar, Cisitalia, Squire, Delahaye, and Talbot-Lago.

The 2019 event saw a new marque added to this list, Lotus. When event videographer Kurt Furger and his co-driver Derek Prechtel had the misfortune to have the engine fail on his trusty 1931 8-litre W.O.Bentley that he was set to take on the event just two weeks prior to the first day flag off, an appropriate substitute had to be found at short notice.

Enter good friend of Kurt and local author and historian William Taylor, who offered his 1959 Series 1 Lotus Elite which fitted the criteria for entry perfectly. Pre-1960, rare, beautiful and ready to go on a 1,000 mile run around the mountains of Western Colorado.

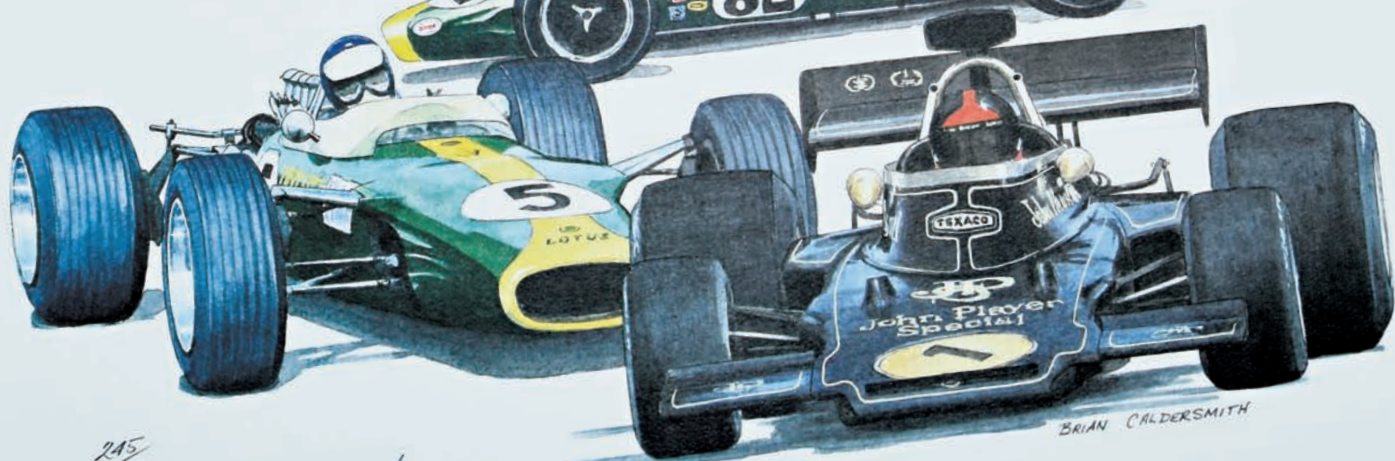
Needless to say, the Elite performed faultlessly (well almost, the wipers stopped working) and made it to the end of the rally in Vail 1,000 miles and four days later. Never having even sat in an Elite before, Kurt and co-driver Derek Prechtel of Hagerty were amazed at how well the car performed and handled the high altitude mountain roads of Colorado, easily staying with the rest of the cars which included no less than three Ferrari 250 GTOs, a Mercedes Gullwing and a hoard of Porsches!

Major sponsors on the event include Mercedes-Benz USA, Hagerty, WeatherTech, RM Auctions and Passport Transport.









245/250  
 Brian Caldersmith

BRIAN CALDERSMITH

# *Lotus - Golden Jubilee 1948 - 1998*

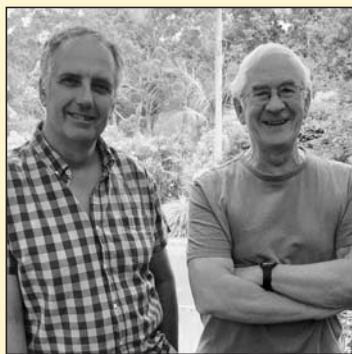
*Illustrating Significant Milestones Throughout the Era of Colin Chapman - Types 7, 11, 14, 18, 24, 28, 38, 49 and 72*  
 This reproduction is one of a single edition limited to 250 copies signed by the artist.





# Brian Caldersmith

ARTIST, LOTUS AFFICIANADO & (ex) ELITE OWNER by William Taylor with thanks to Unique Cars Magazine- Australia



Wherever you go in the Australian automotive world its hard not to come accross the work of re-knowned and legendary artist Brian Caldersmith. Posters, clocks, paintings and artwork from this prolific artist seem to adorn the walls of just about every car enthusiasts garage, mancave and office on the antipodean continent.

On a recent trip to Sydney I managed to catch up with Brian and spent an engaging afternoon

talking art and cars, with a huge slice of Lotus thrown in there. Brian works from his home studio in the leafy Sydney suburb of Turramurra and usually paints in water-colour, but sometimes uses coloured and regular black pencils as well. His attention to detail is incredible, but is an essential part of his art. "Car People.... they'll always tell you if you're wrong" he says.

His beautiful yet accurate portrayals of Australian competition cars can be seen on the covers of countless racetrack programmes and advertising posters from down-under, and his official Holden 50th Anniversary poster completed two decades ago (that took three months) is still regarded as the definitive artwork on Holden.

Although he has a huge and in-depth knowledge of all things Australian in the automotive world, you might be surprised to learn Brian is a true Lotus nut! He owned and drove a 1961 Lotus Elite for over 45 years before parting with it just last year. "Selling a car you have had for that incredible length of time was the hardest thing I have ever done", Brian told me. "I raced it for a little over 30 years but hung up my helmet a

couple of years ago. My knees and back need replacing" he joked, "and getting in and out was just too difficult, and it's not right to own a Lotus and not drive it."

As you would expect, Brian is an expert on all things Elite and has plenty of Elite art around his studio, several of which I commissioned a few years ago (see p19) when I was working on an Elite book. Some of you may also recognise a piece of artwork he put together for the Lotus Golden Jubilee in 1998 (left). Brian recently purchased the original Elite cut-away artwork by legendary artist James Allington at an auction in the UK. "I just couldn't stop myself buying it" Brian recounted, "I was fascinated to see how another artist worked. When I finally recieved the piece I was amazed to see that, what I knew was the original artwork used for the Elite workshop manual in 1957 was still being worked on and updated by Allington up to his passing in 1990. (see p19)



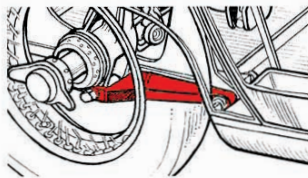


## Elite Cutaway Drawings

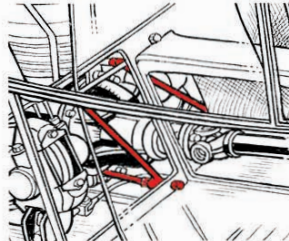
As the fortunate bidder that won the **James A Allington** drawing at the Bonhams auction that was selling some of Ron Hickman's vast collection recently, I was thrilled to finally receive the items and study them up close for the first time. Lot 207 also included the **R H Hodge** drawing which was the first cutaway to be published and is very interesting because of the timing.

It appeared in the London Show Report edition of The Autocar, 18th October 1957 which is well before production of the Elites got underway, so what he has drawn is one of the pre-production cars and one of the few records of the differences of those cars. There is no way of knowing which car was used, but it is very likely that it may have been the Ian Walker car because it had all the elements shown in the drawing. For instance:

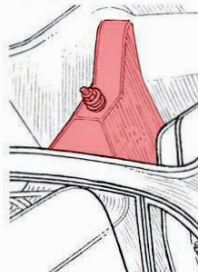
The fabricated rear "wishbone"



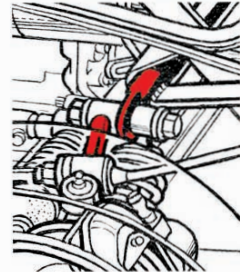
The sub-frame for the diff mounting



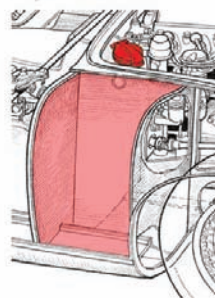
The rear shock mounting



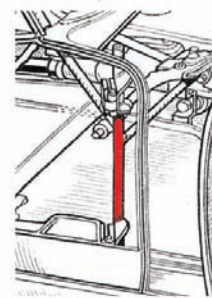
Tubular top arm & single web mounting



Wing tank & filler

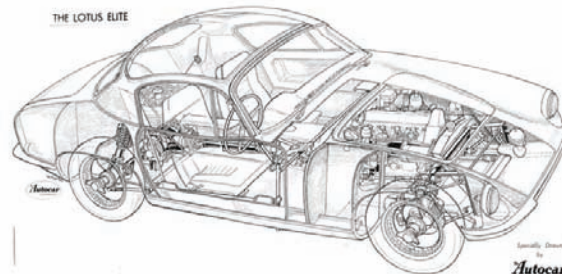


Door mounting frame.



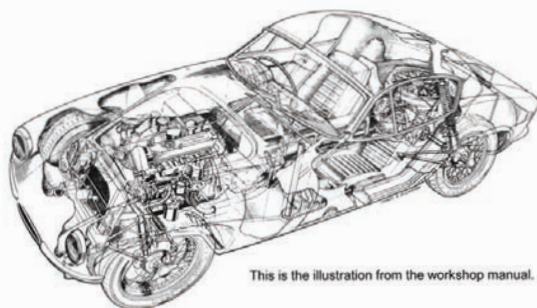
Interesting stuff that was only on the pre-production cars.

This is the Hodge illustration:



The James A Allington drawing is in a different class all together.

I have always been an admirer of the work done by Allington and have a large reproduction (1 metre wide) of the cutaway that we all know from the workshop manual. It was the definitive drawing to me and I have considered him the "father" of that type of illustration. Whilst the linework and detail is superior, the "original" also turned out to be a surprising piece of work. Surprising, because of the enormous changes he had made to the original.



This is the illustration from the workshop manual.

Since then he has comprehensively reworked the drawing with a large amount of texturing work being done, new cutaways introduced and small detail additions and changes. Whilst there are a couple of small areas still unfinished in pencil, it appears he intended to republish it, as he has added a new title: "LOTUS 14 ELITE SERIES II 1958 - 1963" and a copyright symbol with a 1990 date.

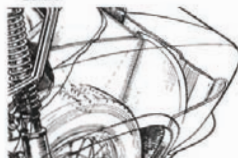
LOTUS 14 ELITE SERIES II  
1958 - 1963

JAMES A ALLINGTON © 1990

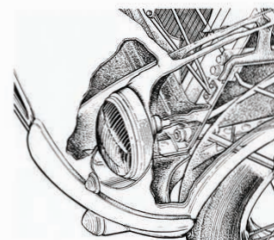
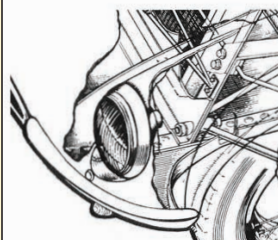
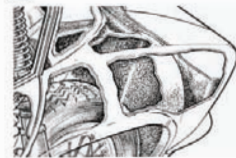
All of which is obviously well after the initial publication in the workshop manual - which was available with the production cars.

In showing some of the changes in detail, you can see the reworked areas with the extra cutaways and stippled shading that he has extended throughout the drawing.

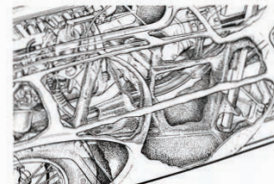
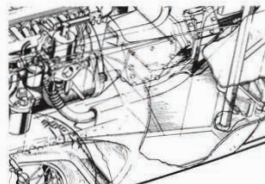
Before



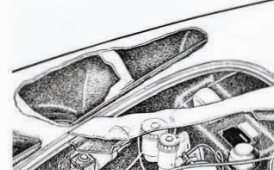
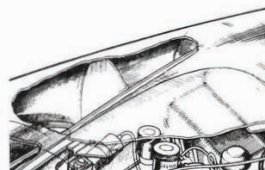
After



A touch of wiring added and a more accurate representation of the running lights with a lot more texturing of surfaces.



Mudguard cutaways extended and more internal construction detail included



More cutaways and texturing with an update on the clutch & brake master cylinders (in progress) and the inclusion of the Relay and chassis plate

# Type 14 Lotus Elite









# 3 Days in May

## Lotus Driving Academy by Morgan Studer

Images © Morgan Studer

Coming out of the pits into the Clark corner, through the Graham Hill curves hitting every apex perfectly as I enter Andretti hairpin, accelerating through the Senna Curves, through Windsock corner accelerating down Mansell straight, clipping the turf in the chicane, flying through the hairpin towards the Armco (barriers) down the Fittipaldi straight. What a perfect lap. Unfortunately it wasn't me driving, it was former F1 driver Martin Donnelly, Chief Instructor at the Academy, piloting the chrome orange Exige Sport 350 with me in the passenger seat. However, I did see how to get much more out of the wonderful Elise cup track car I'd spent the last three days with, and got a real feel for a truly fast lap around the circuit.

At 21 years old, I was one of the youngest, and only the second or third female to go through the three-day Lotus Academy at Hethel. It was my college graduation present from my father who joined me at the track for the first day.

Eighteen students attended the first "bronze" day. We were split into two groups with half doing tours and the other half driving on the track. The tours were conducted by Guy Munday, the event coordinator, who had an encyclopedic knowledge of Lotus cars, heritage and racing. My day started with a look at the new building that houses Classic Team Lotus with the hospital clean service garage on the lower floor and an amazing collection of significant race cars on the second floor. The Lotus Cars main factory tour was interesting but calm, as on Friday mornings, the workers set up for the next week and everyone is gone by the afternoon. We had three 20 minute driving sessions on the North track in the Elise Cup 220 on the bronze day. At any time there were three instructors out on track. My instructor was Aaron Ridley. An interesting day and a start on getting a good feel for the car. Unfortunately there was only one left hand drive car available with at least eight of the students preferring to shift with their right hand. Switching between right and left hand drive cars was a bit of a challenge.

Twelve students were split between two groups with a total of four instructors for "silver" on day 2. I was joined by two British blokes who had been through the bronze session a while back, and were fun to hang out with throughout the day. We started with brake and car control sessions. Our braking session consisted of driving in an oval up and down one side of the track. On the way down, we accelerated up to 60mph, got to a set of cones, braked as hard as possible, and swerved to avoid the line of cones ahead. On the way back up, we would accelerate up to 80mph, picking where we wanted to brake in order to position the car's nose perfectly beside a cone. We learned braking points and how hard the car could actually stop, which was very quickly. Following that exercise, we went to the skid pad for an understeer/oversteer control session. For understeer, we would slowly accelerate while turning in a circle and see how our turning radius got bigger despite the steering angle staying the same. For oversteer control, we would accelerate, sharply turn in, and lift. We would then correct this oversteer with steering and throttle input. At this point, we were more comfortable with the cars, but were still learning a new track. We experienced a variety of conditions in the sub 50 degree temperature, with the weather rapidly oscillating between sun, cloud, rain and sleet. Instructor sickness complicated scheduling over the course of the three days for the coordinator. This added a new dynamic to my training as I was supposed to have Aaron for the silver day, but he puked in the car I was driving during my first on track session. I was then awarded the nickname "Vomit Inducer" by my two new buddies for the rest of the day. Danny Hartgrove, was then rushed into the role as our instructor for the remainder of the day. While both instructors gave excellent instruction, it was both interesting and difficult to change between the two.



There were seven of us for the "gold" day, and I was the only student that spoke fluent English. We worked on blipping the throttle when downshifting, learning the limits of the car by swerving through a slalom of cones with my third instructor who had missed the first two days due to illness, and thought he was better.....not much. He hopped out of the car while another student was driving and spent some time bent over the Armco before heading home. The next exercise, with instructor #4, was the drifting/doing donuts on the skidpad. I didn't meet my expectations for either of these, and with only two 15 minute session for each, didn't get a chance to improve. After lunch, we had two sessions on the full track in an Elise 220 and one session in the Exige 350. I personally, wasn't comfortable switching to the Exige 350, and actually drove faster in the Elise 220. The additional 130bhp and change in handling dynamics was something I had never experienced, and a difficult transition.

The days were truly a unique experience. Getting to drive these exceptional cars while being guided by professional instructors with intimate knowledge of the cars and the circuit was confidence boosting. Being able to arrive and drive cars that are properly set up, safe and maintained, allows you to focus on driving and learning rather than transporting, fueling, and fixing one's own car. Overall, the Lotus Driving Academy is a great way to really experience a Lotus on the track without worrying about it being your own car. If I had one criticism of the Lotus Driving Academy, it would be that I wish it were a little more structured, and classroom oriented. There was a lot of down time that could have been used to help explain more difficult concepts before and after each session out.

After 3 days, they're not going to be renaming a section of the track after me, (Ed: luckily not a section of Armco) but just wait..... goodbye Miata and RX-8, there has to be a Lotus in my future!



Lotus, Ltd. and Mercedes-Benz Club of America (MBCA)  
**Performance Driver Education Day at Watkins Glen International  
And Performance Driving Experience (Laps with Instructor)  
And Laps and Lunch  
June 17, 2020**

Stop procrastinating, check it off your bucket list, get on the ball and join us for the Performance Driver Education Day at Watkins Glen.

Now I understand that some may think that you are not up for this type of event, but truly this is one of the best ways to learn how to drive your Lotus. If you are a novice track driver you will have a seasoned instructor to teach you not only how to drive on track, but to make you a safer and more aware driver on public roads. The intent of the Lotus, Ltd./MBCA's Driver Education program is to teach you the skills to handle your car better while having plain old fun with your car. There is no pressure and no trophies at a Driver Education day. It's all about safety, fun, and car control! Yes, in that order.

You do NOT need a Lotus or Mercedes-Benz to attend this event. Any marque is welcome if properly equipped. You do NOT need to be a Lotus, Ltd. or Mercedes-Benz Club of America member to attend. You are encouraged to tell your friends about this event and have them join us for a wonderful day at Watkins Glen!

The cost for this year's, Lotus, Ltd./MBCA High Performance Driver Education Day is \$350(US) when you register prior to May 17, 2020. After May 17, a \$50 late registration fee will be applied without exception. The late fee is necessary because we WANT YOU TO REGISTER BEFORE May 17, so we can do the necessary planning to hold the event. Any registrations after May 31 will be accepted at the event chair's discretion.

If you are an instructor and wish to participate, then the registration fee is waived. Advanced drivers and instructors will enjoy lots of track time. Contact David Nagler at [Lotushack@lotusowners.com](mailto:Lotushack@lotusowners.com) for consideration as an instructor.

Registration will be open at [www.clubregistration.net](http://www.clubregistration.net) on February 1, 2020. Just search on Watkins Glen after you register on their site to find our event on the [www.clubregistration.net](http://www.clubregistration.net) website. The event will be held RAIN or SHINE!!!!!!

**For more information, please go to: [www.lotusowners.com](http://www.lotusowners.com) or [www.lotusltd.com](http://www.lotusltd.com)**

**Performance Driving Experience.** Cost for the Performance Driving Experience is \$100 and we want to give you a taste of our Performance Driving Events. What you will get are laps in the morning with an instructor with you as a passenger. And then in the afternoon, your instructor will accompany you in your car with you driving. Speed will be limited, and you will be behind a pace car. No passing will be allowed and speeds will be strictly enforced with gentle braking and moderate cornering speeds. No helmet is required, and you may use any car as long as it is street registered, inspected and insured. Please also keep in mind that your everyday car insurance will probably not cover you when you are on a race course. The event enrollment will be limited and will be taken on a first come, first taken basis.

**Laps and Lunch at Watkins Glen.** As we are renting the track for the entire day of June 17, 2020, we might as well make the most of it. Laps and Lunch is a separate event from the PDE for those that want a little taste of the track! The Laps and Lunch starts about 11:30am and consists of three laps of the track behind a pace car, with a stop at the start finish line

for pictures at the end of lap two. Then, it's off to the Media Center for a sandwich lunch. Cost is usually \$40 to \$45 for the lunch menu and the three laps. If you have a passenger, then it usually adds about \$25 for lunch per passenger. If anyone is interested in doing this, please let me know. The past four years we have had 20-30 cars participate in this. We will be able to get more exact pricing once we know the total interest. Normally the Glen requires a 35-car minimum for this sort of activity, but as we are renting the entire track for the day and using the Media Center for our PDE event, there is no minimum car requirement!

Your car must be street registered for the Laps and Lunch portion of the event ONLY. (This requirement does not apply to the PDE portion of the event) No helmets or roll bars are required for the Performance Driving Experience and Laps and Lunch portions of the event. You do not need a Lotus for this. ANY street registered vehicle is welcome!

**Spectators.** Spectators are welcome for the event and there is no cost. However, Watkins Glen requires you to be pre-registered in order to get into the track. If you would like to come, watch, and hang out with your fellow car buddies, you must contact us so we can get you credentials and entrance into the event. If you are interested please email Tony at [vacc@lotusowners.com](mailto:vacc@lotusowners.com)

We are very happy to have The Mercedes-Benz Club of America join us for the sixth year in sponsoring this day at the Glen. We look forward to our continuing relationship with the Mercedes-Benz Club of America so that we may keep bringing our club members events like this. So please come join us and you'll be talking about this day for a long time to come!

Please use [www.clubregistration.net](http://www.clubregistration.net) to register for the Performance Driver Education, the Performance Driving Experience and the Laps and Lunch portions of the event. Events will be held RAIN or SHINE!!!!

Please join us for a fun and Sports Car filled day at Watkins Glen. It will be fun!





# Dan Miller

by Mark Winston

[Mike Gulley and Gary David contributed to this report.]

Image © Dan and Rae Miller at LOG V

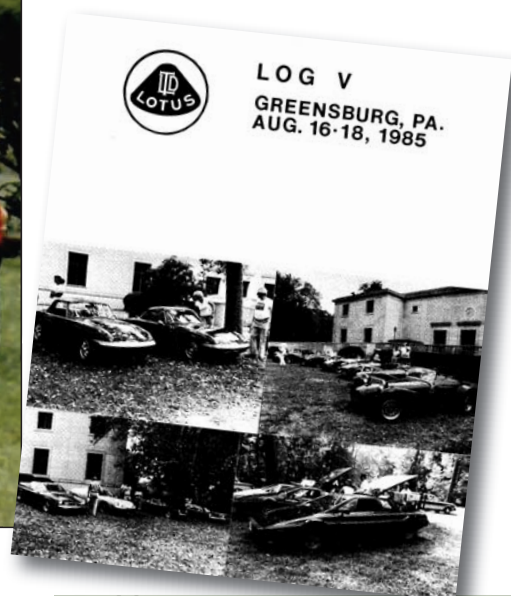
When Lotus, Ltd.'s 40th Annual Lotus Owners Gathering convenes in Utah next September, it will continue an uninterrupted yearly streak that began with the meet's inception in 1981 — a noteworthy achievement for an event that has always been organized and staged by volunteers.

Longtime club member Dan Miller, who, after being in poor health for some time, passed away in November 2019, played a key role in keeping that streak intact early on. In 1985, less than two months before LOG V was scheduled to take place in Greensburg, Pa., the meet head notified the club that he was resigning because he was relocating to the Midwest. In the wake of his abrupt departure, the club's board, to its great dismay, found that much of the work on the event that supposedly had been done hadn't been — and, even worse, the departed chairman's claimed organizing committee was found to be nonexistent!

In the ensuing weeks, Dan spent considerable time scrambling to help salvage an event that typically takes a year or more of sustained committee effort to organize. And, at the end of the day, his dedication was instrumental in pulling off a LOG weekend that met its high expectations.

In addition to serving in 1986 as president of Lotus, Ltd., in the late Eighties Dan was a founding member of Cleveland Area Lotus, Ltd. For the locals, he hosted F1 TV-viewing parties infused with champagne. He was an avid autocrosser, and he enjoyed restoring and working on the many Lotus cars that he owned over the years. They included four Europas, an Elan S2, two M100 Elans, an Elise, a Lotus 23 as well as a Lotus 61 Formula Ford. He also had a very nice DeTomaso Pantera, which he affectionately referred to as his "V8 Europa."

Dan was a retired software developer. He was quick to laugh and a true Lotus fan. He will be missed.



## LOG 1-40 Year by Year

LOG 1	1981	14-16 Aug	Cherry Hill
LOG 2	1982	17-19 Sept	Virginia Beach
LOG 3	1983	9-11 Sept	Chester
LOG 4	1984	5-7 Oct	Lake Harmony
LOG 5	1985	16-18 Aug	Greensburg
LOG 6	1986	19-21 Sept	Plymouth
LOG 7	1987	11-13 Sept	Watkins Glen
LOG 8	1988	26-28 Aug	Annapolis
LOG 9	1989	29 Sept-1 Oct	State College
LOG 10	1990	17-19 Aug	Akron
LOG 11	1991	23-25 Aug	Waterbury
LOG 12	1992	21-23 Aug	Leesburg
LOG 13	1993	8-11 Oct	Grand Rapids
LOG 14	1994	26-29 Aug	Waterbury
LOG 15	1995	15-17 Sept	White Haven
LOG 16	1996	25-28 Oct	Atlanta
LOG 17	1997	12-15 Sept	Cuyaloga Falls
LOG 18	1998	25-28 Sept	Atlanta
LOG 19	1999	16-18 July	Corning
LOG 20	2000	18-20 Aug	Ottawa
LOG 21	2001	24-26 Aug	Worcester
LOG 22	2002	20-22 Sept	Lake Geneva
LOG 23	2003	15-17 Aug	Grand Island
LOG 24	2004	10-13 Sept	Birmingham
LOG 25	2005	26-29 Aug	St. Louis
LOG 26	2006	13-17 Oct	Ft Worth
LOG 27	2007	24-27 Aug	Aspen
LOG 28	2008	31 July-4 Aug	Indianapolis
LOG 29	2009	28 May-1 Jun	Birmingham
LOG 30	2010	8-11 Oct	Gettysburg
LOG 31	2011	14-16 Oct	Las Vegas
LOG 32	2012	26-29 Oct	Orlando
LOG 33	2013	1-4 Aug	Corning
LOG 34	2014	19-22 Sept	Asheville
LOG 35	2015	21-24 Aug	Col Springs
LOG 36	2016	5-7 Aug	Princeton
LOG 37	2017	19-22 May	Birmingham
LOG 38	2018	10-13 Aug	Cleveland
LOG 39	2019	21-26 Aug	Sturbridge
LOG 40	2020	18-20 Sept	Salt Lake City



# 1967 Type 38 Restoration wins 2019 RAC Historic Award



Judging for the inaugural Royal Automobile Club Historic Awards restoration category included a 'head-to-head' judging session at which the three finalists were gathered together at category partner Bicester Heritage. The judges commented: "The Lotus just pipped the other finalists to first place with the team's remarkable attention to detail and its quest to return 38/7 to 1967 Indy 500 specification – right down to having the correct spring made for an obscure fuel valve. The dedication to finding original parts to return the car to the correct asymmetric suspension, two-speed ZF transmission and accurate livery is truly inspirational."



38/7 was constructed in 1966 by Team Lotus for the Indianapolis 500 race. It was to be driven by Al Unser. Whilst lying in 4th place he was hit by debris from a back-marker and retired. Team Lotus repaired the car to be next raced by Jim Clark at Fuji Speedway, Japan in October 1966. The car was then readied for Jim to drive in the 1967 Indy 500, car #31. After 35 laps the engine failed and Clark retired.

Following Indy, the car was sold, and then sold again in the 1980s to a Japanese collector. In 2016, 38/7 was acquired by Nick Fennell, who has a significant collection of Lotus cars, including a number with Jim Clark heritage. 38/7 was outstandingly original but had ended up a long way from period specification, even further away from running and overall in a fairly poor condition. Nick Fennell has had the car restored by Classic Team Lotus to exactly 31st May 1967 specification with the objective of celebrating and preserving Jim Clark and Team Lotus history.

It was a restoration that demonstrated incredible skill and focus on originality and authenticity. The car was completed and run for the 2019 Goodwood Festival of Speed and will be displayed in the future at the Jim Clark Motorsport Museum in Duns, Scotland.

#### FINALISTS IN THE RESTORATION CATEGORY

- 1939 Corniche - Bentley Motors
- 1948 Amsterdam Motor Show Land Rover launch - Land Rover Classic
- 1967 Jim Clark Lotus Type 38 Indy car - Nick Fennell & Classic Team Lotus

The winners of the inaugural Royal Automobile Club Historic Awards were announced on the 21st of November at a gala evening at the Pall Mall clubhouse, hosted by TV Formula 1 and sports presenter Lee McKenzie. Launched earlier this year, the Awards celebrate the diversity and people involved in the British historic motoring and motor-sport scene, continuing the Club's rich pedigree in celebrating motoring accomplishments, which dates back more than 120 years.

Strong nominations from across the UK were assessed by specialist panels of expert judges for each of the seven categories. In addition,

the Club presented the Royal Automobile Club Lifetime Achievement Award, in recognition of an individual who has, in the opinion of the Club, made an outstanding contribution to the British historic motoring movement across many years.

The Jim Clark Motorsport Museum, which opened in June this year, was the winner of the Collection category (supported by Total), the judges commenting that: "The museum conveys a sense of place like few others, linking the stories of Jim Clark and the nearby towns, and encouraging visitors to explore those links through a trail that takes in his farm and grave, amongst others. It has done an extraordinary job in attracting over 1,000 visitors a month to Duns, which is not on the normal tourist trail and requires a committed journey to reach."

At the awards ceremony Jeremy Vaughan, Head of Motoring at the Royal Automobile Club commented: "Tonight's inaugural Historic Awards continued the Club's extensive history of celebrating the achievements of pioneers and champions of their industry. The Club congratulates not only our deserved winners but each of the category finalists too. Furthermore, I would like to recognise the Club's Lifetime Achievement Award winner, Allan Winn who transformed Brooklands into what is now a remarkable destination with exhibits and attractions that could only be dreamt of 15 years ago."





# My First Car Show

by Thomas Reimer

Image © Thomas Reimer

**I have attended every Hilton Head Island Concours d'Elegance and Motoring Festival event since 2006, but 2019 would be very different. I was going to be showing my 1968 Lotus Elan+2 for the first time anywhere.**

During the ten years I have owned it, most of that time “Elizabeth” held court in our garage. Finances and time had always conspired against her returning to the roads around the Savannah Georgia area but finally the stars, planets, (and money) aligned and she was ready to make an appearance at a car show. With that in mind, what better first show than the Saturday Car Club Showcase at the Hilton Head Concours.

The Friday evening before the show was spent making sure that the wheel center locks were all tight, all of the fluids at the correct level, and all of the other many details inspected before turning in early.

The alarm rang at “O’Dark Thirty”, as the drive to the Port Royal Golf Club on Hilton Head Island is about an hour. My group “Friends of the Showcase” was scheduled first onto the showground, at 7:15am, so Elizabeth and I departed home a little before 6:00am.







The drive to the venue was uneventful. The Elan ran and tracked beautifully and the early morning traffic on I-95 and South Carolina Highway 278 was very light. Upon arriving at the show, I received my envelope of show information, show passes, program, and a few compliments on the car. Due to the fact that the journey took less time than I planned, we joined the lineup of other cars holding for the gates to open. A near disaster was averted by my car's new, very loud horn when a transporter full of Dodge Vipers attempted to back over the nose of my dark green Lotus.

Finally the gate opened and we were ushered into the field. It was still pretty dark and the golf course was not the smoothest or flattest surface that I've ever driven on. About half way to our station on the field, the low fuel light started to blink and then stayed on, glowing solidly. Then the engine began to run very poorly, like it was running out of gas, before the engine then died and would not restart, blocking a large line of cars behind me. Two volunteers pushed us to a safe location, with the car trailing a stream of fuel along the way. The "crash cart" dropped by and after a quick look under the car, noticed that gas was flowing onto the differential pumpkin. After about a half hour, the fuel leak quit and we pushed Elizabeth to her show location.

The next few hours were spent calling my wife, my mechanic, inquiring the event staff about local towing companies, and trying to figure out what caused the problem. On the other hand, it was very gratifying to see a large number of people stop and admire my Lotus.

The car show finally ended and the field was quickly cleared of spectators and show cars. Suddenly, like the U.S. Cavalry in a John Wayne western movie, a golf cart appeared and was leading the best looking rollback truck I ever saw. A short time later, we were moving through the post show traffic towards my mechanic's shop in Savannah Georgia.

Monday morning the phone rang with the diagnosis. Somehow the driveshaft snagged the flexible fuel line that runs through the chassis tunnel, wrapping the line around the shaft and pulling the line out of the fitting on the gas tank. A new metal line was fabricated, mounting it away from the driveshaft, which should eliminate that from ever happening again.

My first car show with my little Lotus did not produce any trophies, news coverage, or even a nice drive home on a beautiful autumn afternoon. One good thing did happen. The show's Head Judge saw my car and informed me that if I ever wanted to sell my car, he would like to make an offer. That to me is better than any award.





# magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

In the November Motor Sport, in conjunction with a Lotus Eleven buyer's guide are brief profiles of two Elevens. There a 1957 S2 Le Mans model for sale – chassis #313 that has been owned by the same family for the last 45 years. It has its original UK road registration and a large history file. The other profile is a similar 1957 S2 Le Mans model that was restored by Mike Brotherhood. Brotherhood talks about some of the detective work undertaken to restore the car. (1 page)

See the October EVO (8 pages) for an interesting take on the Evija: Why? According to Lotus CEO Phil Popham, "To make ripples in any industry you need to make a splash. This is our splash." The article analyzes the Evija from the standpoint of three Lotus hallmarks: lightness, innovation and simplicity. The car isn't light, as compared to previous Lotus cars. Nor is it simple. According to the article, the exterior design of the Evija was inspired by the SR-71 spy plane. The aerodynamic effects begin with the bumper and the air flow is channeled through wheel arches and exiting through the door. Because there is no radiator, aero design was able to take priority. Although carbonfibre meets Chapman's lightness standard, the battery pack makes this a heavy car, for a Lotus. The car will have four driving modes: City, Tour, Sport and Race. Naturally, City mode provides the most range (250 miles) while Sport and Race modes should allow you to run at 186mph for 10 minutes without a power drop off.

Presently a lot of the development is being done on a simulator. They don't expect to have a running prototype until the summer. The car will be built in a new facility at Hethel that will be used for future high value special models. Look for Evija design elements to show up in future Lotus cars. On the other hand EVO questions whether this is the car that Lotus needs. They'd like to see a new Elise, replace the Evora with a new Esprit – a more razor sharp car to compete with the NSX and the like as well as a "harder, faster, madder" Exige.

Also in the October EVO (2 pages) is a piece about the Elise and how it has always been a 'driver's car'. Even as it has gained weight and become more sophisticated, it is still among the best driver's cars available.



Speaking of "driver's cars", what is going to happen to the Seven? The Seven, which has been produced by Lotus and now Caterham, debuted in 1957. Creating an electric Seven doesn't seem feasible – it would weigh a lot more and the cost would skyrocket. No hybrid – there are no hybrids with manual gearboxes and no one wants an auto Seven. Regulations may also kill the Seven. Europe, one of Caterham's three prime markets, may soon close to the Seven as advanced safety features will be too expensive for Caterham to incorporate. There may be an opening in the US but the NHTSA has yet to implement the law enacted in 2015 that would allow companies like Caterham to sell 325 'replica' cars per year in the US. October EVO (2 pages)

There's a brief piece in the 16 October Autocar (1/3 page) about the newly opened Jim Clark Motorsport Museum in Duns and about Clark, particularly his spectacular 1965 season when he won the F1 championship, the Indy 500 and the Tasman championship, not to mention numerous other races in a variety of cars – "No racing driver will ever have a year like Jimmy Clark's 1965".

The Stevens bodied Lotus Esprit Turbo is one of seven cars in a "Best of British" comparison (14 pages – December Classic cars). The typical price range for the Esprit Turbo is between \$20,000-33,000 (UK). When the turbo comes on (3,000rpm), the car transforms into a supercar. A shabby interior is often the sign of a car that hasn't been well maintained. Since about 5% of Esprits have suffered instrument failure, and had the odometer replaced, check the mileage against the service records. The engine is robust; a well maintained engine can go 300,000 miles before needing a rebuild. Check the oil as dirty oil may mean poor maintenance and possibly skipped services. The chassis is galvanized so they don't tend to rust. However, the gas tanks do. If you buy one use a trickle charger. Don't let it sit for months or the clutch will seize.

Also in the December Classic Cars is a 5 page article about the GS Europa, a rebodied Europa Twin Cam by GS Cars of Bristol, England. The one featured in this article is the prototype that was displayed at the 1975 Motor Show. Unlike the production versions, this one is powered by a Cosworth BDA.



See the 30th October Autocar for a 2 page Esprit Turbo buyer's guide. These are the Stevens and Thompson bodied cars, produced from 1987 through the late 1990's. Among the models are the Turbo, Turbo SE, Sport 300, S4, S4s and GT3. Check that the engine service intervals have been followed, check the oil pressure and be sure that the three cooling fans work. Check for a blown head gasket. If the car hasn't run for a while, go easy with the gas pedal because the wastegate may have seized. Check the exhaust for white turbo smoke on acceleration. Unless they've been recently changed new suspension bushes and shocks are likely needed. Check the suspension mounts for corrosion. Repairing the electric mirrors and windows can be expensive. Expect to spend \$10,000-\$22,500 for tatty to early cars. \$28,000-\$36,500 will get you nicer, reconditioned SE Turbos from 1989 on with around 60,000 miles and S4 and S4s cars run at the upper end of that range. If you want a nicer S4, S4s or GT3, expect to pay \$36,500-\$45,000. Even more costly are rarities, low mileage cars and concours examples. These prices are UK prices.

There's a drawing of a possible next generation Elan on the cover of the 23 October 2019 Autocar (4 pages). According to the article, there's a "strong possibility" of the Elan name being reused for a new drop top sports car. It would be positioned above the Elise, with more refinement, space and creature comforts to compete with the Porsche Boxster. It will use a bonded, riveted chassis like the Elise. Don't expect it for a few years. The new chassis structure should be available in about 2 years. In the meantime, look for a new variation of the current Evora next year, a sports model. It will be easier to access and exit and have improved ergonomics. A key aim of Lotus is to reduce the time to build the cars, both by reducing the bonding time and the assembly time. Lotus is developing "keep zones", to reduce costs. Keep zones are "three dimensional slices of architecture that will be shared among all cars using the new platform". There are a couple of sidebars: one opines that a new Elan makes a lot of sense while the other discusses the expansion of Lotus Engineering.

The October Classic Cars dream drive article features a Lotus owner who gets to drive an Esprit V8GT (7 pages). He has owned Elites (new ones) and Excels, as well as a Lotus Carlton. This Esprit is a 1999 V8GT with 350bhp. While he thought the engine power wasn't very powerful, once he drove the car he realized that there was plenty of power to push the light car. He was impressed with the road holding of the

mid-engined car as well as the steering feedback and found the gear change smooth except for a balky fifth gear change.

Looking for an interesting classic car but also a good value? Among the 30 picks in the October Classic Cars, are two Lotus picks. The Exige S1 is a choice in the \$60,000+ group. The Type 14 Elite is a pick in the \$100,000 class. (27 pages)

Here's an unusual comparison test – a Lotus Elan S3 and a Sunbeam Tiger Mk1. The Elan is often named as the quickest "point to point" car of the 1960s, as well as one of the finest handling cars. On the other hand, the Tiger, much heavier and with a much larger engine, is a less sophisticated car. They were priced within £10 of each other. The Elan is faster – 121mph top speed

vs 117, and quicker – 1.1 seconds quicker to 60 mph. The author wrote: "the Elan is one of the most important sports cars of all, ... It was a truly modern sporting car, which set standards that remained a benchmark for decades. There was nothing like it..."

The December/January issue of Absolute Lotus is available. There is a single page review of LOG 39 from Richard Parramint. Featured articles cover a quick drive of the Evora GT410 (5 pages), the history of the GS Europa (7 pages), an owner's view of the Lotus 12 (6 pages), an Elise S2 group test (17 pages), a Graham Hill biography (6 pages), upgrading your Lotus by installing throttle bodies (4 pages), the evolution of the Lotus Seven (6 pages). There are the usual columns including products, models, running reports, Looking Back and Ghosts of Magazines Past.

## IN THE US

The Evora GT was among 11 competitors for Road & Track's 2019 Performance car of the Year title (December/January). The competitors ran from a Muiata RF Club and Hyundai Veloster N to the McLaren 600LT Spyder, Lamborghini Huracan Evo and Nissan GT-R Nismo. Costs ranged from \$30,430 to \$332,120, while power ranged from 181bhp to 630. They spent time driving the roads around Willows, CA and track tested the cars at Thunderhill Raceway. The Evora's best lap time was right in the middle of the group – 1:25.35 as compared to the Lamborghini's 1:20.00 and the Miata's 1:34.64. They complained about a number of things on the Evora such as the seats being too high, the ignition sequence, the stereo, etc. Then they drove it. "Unlike others in this group, the Evora demanded something of the driver. Skill was necessary for quick laps, but the car never punished a lack of it." They wrote. What car won the COTY? The Hyundai Veloster!!! They just picked a winner – no ranking. In a sidebar, Bob Lutz' commented about each car. He said the Evora is a "brilliant car in the hands of a good driver."

The Lotus STP turbine powered cars almost won the 1968 Indy 500. After completing 191 of the 200 laps, leader Joe Leonard's fuel pump failed and the second Lotus, driven by Art Pollard, passed him. Unfortunately Pollard's fuel pump failed and he dropped out of the race. Everyone expected USAC to ban the turbines or make them uncompetitive by new rules. USAC had changed the rules before, making them less competitive after the 1967 Indy 500. Andy Granatelli, always the showman, wanted fans

to see the cars before USAC rendered them uncompetitive and entered them in several USAC races after Indy. Graham Hill, the third Indy driver, was entered at Mosport but crashed in practice and didn't race. The cars often suffered brake failure (remember the cars didn't have gearboxes to help slow them). The turbines best result was forth by Leonard at Hanford. The last outings for the turbine car was in F1 guise. Team Lotus entered one of them in six races, with little success. The Indy turbines were reunited this year, with a lap of honor prior to the Indy 500. Vintage Motorsport Jan/Feb 2020 (8 pages).







## Leading the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro

**It was a little television screen that kicked off my Lotus life. It was 1966 and the television show, The Avengers.**

Steed had his Bentley, but Emma Peel had that beautiful blue Lotus Elan. Of course, in the early black and white episodes, we did not know it was blue, but it was an Elan. I have been told by many of my friends that it was the movie "The Spy Who Loved Me" and that amazing white Esprit that got them turned on to Lotus. It was 1977 and Barbara Bach would marry Ringo in a few years but for that cinematic moment, she was Maj. Anya Amasova, Agent XXX riding shotgun with James Bond racing up that mountain chased by a rocket firing motorcycle and a machine-gunning helicopter. Many a Lotus dream was created when at end of those cinematic minutes the Esprit hit the water and turned into an underwater craft.

Buz Murdock and Tod Stiles drove a 1962 Corvette (and later a 1963 Stingray) all over "Route 66". A television show that without a doubt played a significant role in my father buying my brother a brand new 1963 Corvette Stingray to take to college. As some of you know, in 1968 that red Stingray convertible would become mine when my brother discovered you could not put his wife, my soon to be born nephew Nick's car seat and himself in a Corvette. At 15 years, 11 months old, my first car to drive to high school was a red Corvette Stingray convertible. Because the 1963 Corvette did not have 4-wheel disc brakes I would soon trade it in for a black 1967 Corvette Stingray. Emma Peel who?

So, what does this have to do with leading the Lotus life you ask. I am considering a severe case of infidelity. This wave of infidelity came over me as I was watching Major League Baseball present pitcher Stephen Strasburg the MVP award for this year's World Series. With that award comes a 2020 mid-engine Corvette. There they were, on the television, (our screens are not so little any longer) presenting Strasburg with a Corvette. A red Corvette and boy did that Corvette ever look great! I sort of got that "Emma Peel Who?" moment again.

In 1992, and as Billy Joel says all of us "wearing a younger man's clothes", Bill Baldwin, Will Burnham and I talking all things Lotus over a LOONY breakfast at the Orangeville Diner in Orangeville NY. I remember this so well as I arrived an hour early because I did not set my clocks back for the move from daylight savings time and we all had a good laugh about me getting up at 6am for a LOONY drive. We were discussing the pros and cons of restoring Will's 1965 Lotus Elan and how much time one should spend working on one's Lotus. We came to the agreement that it should be a four to one ratio. Four hours driving to every one hour of wrenching. To be honest, as I get older that ratio seems to be a little one sided for me at this point in my life. I must admit to being spoiled by my Lotus Elise. The Elise is so dependable that I don't even carry a screwdriver with me when I maneuver myself into the Elise and head out for a LOONY breakfast. I know I could sell a few of my older Lotus cars and buy that red Corvette. I have always wanted to buy a Corvette and pick it up at the Corvette museum in Bowling Green, Kentucky. The Avengers? Emma who?

Unless you drive an Evora for the most part we are all driving old Lotus cars. We may not think the Elise as old, but in reality, my 2005 Elise is 15 years old. Car people love old cars. When I stop with one of my Lotus cars for fuel or at a rest stop, I always get at least a few





people who amble on over to see the car and talk about their Lotus connection. A lot of them are from “over the pond”, the UK. That is part of living the Lotus life that would not happen with a Corvette. Most everyone that ambles on over has a Lotus story and it is so great to hear that person’s connection to Lotus. A new 2020 Corvette does get old, but it doesn’t attract the same interaction as an old Lotus, and I would miss that interaction.

The Avengers, Emma Peel, and her Elan is seared into my teenage memory. I will never forget Ms. Peel jumping into that blue Elan and watching her grab that gearshift and go through the gears of that wonderful Elan gearbox. As anyone that has driven an Elan will tell you the 4-speed gearbox in an Elan, as Sam Spade would say, is what dreams are made of. It’s Emma Peel and the Elan gearbox. I guess I am not going to buy that Corvette as it is only available as an automatic. “That’s fine” I say. Saves me a trip to Bowling Green.

Last night, switching feeds and streaming my television choices, and there it is, “The Spy Who Loved Me”. James Bond and Maj. Anya Amasova are just pulling out of the small road as the rocket firing motorcycle came up behind the white Esprit. This is something that as a Lotus owner you always just have to watch. I don’t care how many times you have seen it. You must watch it. What is even more special now is that I know that every Lotus owner’s friend (and last-minute stunt driver) Roger Becker is really driving the Esprit. I am watching this with a friend of my older son and of course I

have to tell the story of Roger and how he ended up driving the Esprit and how much we all miss Roger since his passing a few years ago. As I watched, I could not stop smiling as I think of Roger driving the Esprit up that mountain. I can see him working the steering wheel and gear lever with his feet shifting from pedal to pedal. At that moment I was living the Lotus life to the fullest and I was not even driving a Lotus! I am also smiling just thinking about that scene as I write this. Living this Lotus Life is great!

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## tasty Lotus bits



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## CARS FOR SALE

**1970 Elan** Manufactured 3/6/1970. VIN: 45/0042. Engine has been balanced, blue-printed, & brought up to big valve specs. Head re-built by Tony Inghram (Twin Cam Techniques, UK). Twin Weber 40 DCOE. Runs smoothly. Knock-off wheels. U-joints on half shafts. Original rubber donuts included. Stainless steel brake lines. New under dash wiring and alternator done by Laurel Automotive. Extra parts include: Custom front air dam, spare exhaust (mid pipe back), luggage rack and bins of odd Elan parts. \$25,000 OBO. Contact: John Hinman at [jplantman1@att.net](mailto:jplantman1@att.net) or call 860-693-4434 after 5 EST

### 1967 Lotus Cortina Mk2 Racecar

A genuine MkII Lotus Cortina. Found as a nice street car in Colorado (no rust!) and taken to a local professional race shop 3R-Racing who did a 'no expense spared' build, to make it a top class racecar in the late 80s. All the tricks etc. I have the bills for Lotus Twin-cam taken out to 1600cc that was built by a local specialist engine builder and cost over \$35,000 (and recently refreshed). The full build cost \$75K! Asking \$55,000. Contact: [willtaylorphoto@aol.com](mailto:willtaylorphoto@aol.com), tel: 303-570-4437 for more info and pics. Colorado.

**1971 Elan** Full Spyder Conversion. Spyder Gold Anniversary Edition Chassis. Rolling Chassis assembled by Spyder in the UK prior to import. Full Spyder suspension, roll cage. Plenty of extra HP. Twin-cam bored 40 over. Freshened motor with new rings, bearings, valves, valve guides. high pressure oil pump. Dave Bean cartridge water pump, headers, stainless exhaust, alternator (new), CVs fitted. New Tires, Panasport Rims. Brakes all rebuilt with new rotors all around. This is one special car. Probably the only one in NA. 26R fenders. But let me stress this is not real 26R bodywork. Car in Buffalo NY. Pictures on request \$35,000 [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) 716-861-1412.

**1991 Elan M100** 'Blackie' Selling for fellow Lotus, Ltd. member Ron Irwin. "Blackie" was the first M100 brought to the USA. It was Doc Bundy's company car while he worked for Lotus. The motor was removed and a higher spec motor was put in. Car was sold to a friend of the Lotus USA President at the time. A completely rebuilt motor was put into the car and almost all parts of the car were rebuilt or replaced. Car is in Florida, and has 131K miles on it. The new rebuilt motor was installed at 117K miles. Timing belts replaced at the same time. Paperwork shows this work was done in 2003. Obviously black, hence the name. Car is available for inspection. Health issues are reason for sale. \$18,000 Contact Tony Vaccaro, [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) 716-861-1412

**Lotus Europa** Selling my beloved Lotus Europa, I don't fit any more. It has an uninterrupted owner pedigree, from when it was produced to which dealership it was sold by, to the succession of ownership of which I am the third and longest owner. Every invoice has been retained and copies will be provided. This version is the finest and fastest version built. It was built to English specs, which means the Twin-cam Lotus motor has Delorto carburetors and a Big Valve head. It has performance enhancing camshafts from QED (UK) that are more aggressive than the stock cams but not so bad that you have trouble at a red light keeping the motor idling. It was ordered from the factory with a 5-speed gearbox, so ideally suited for both, touring and speed trials on a track. How does this car stand out? It was rebuilt in 1988-1990 with all original Lotus parts. The backbone frame is the origi-



nal and zink dipped and then painted, covered with water wicking material (unlike the felt originally used.) The body was enhanced everywhere with an extra layer of fiber glass by the second owner. The car was completely rewired. The gear shift linkage is all new. The car has the original windshield surround. It has the original wheels. It is RHD. Every nut, bolt and metal surface is rust free. From 1993 to 2020 it was kept in climate controlled heated storage! Located in New York area. Peter Bach, [gr8trains@gmail.com](mailto:gr8trains@gmail.com)

**1991 Elan M100** Silver. 51K miles. PNM Big Brake Kit. Paint on front of car is fine, back of car is starting to peel clear coat. Car is located Buffalo NY. \$13,000 or open to offers. Call for details. Only reason for selling that I need a car for business and the Elan just does not fit that need. Contact Tony Vaccaro, [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) Tel: 716-861-1412

**2014 Evora S 2+2** only 3,600 miles. Like NEW! Excellent! Gray/red leather. Auto manual. Navigation, Premium and Technology Packages. Driven only in good weather. Best Offer. For more info or photos, call 402 321-1033 in Nebraska

**1991 Elan M100** I've owned this car since 1999 when it had 26,000 miles. I'm getting up in years and I am selling the car to get something a little more comfortable. The drivetrain is in excellent condition and is very reliable. However, the car needs a new

owner willing to give it some tender loving care. It needs a new paint job and some work on the brakes,



electric window mechanisms, weather stripping and front spoiler. This is a perfect car for someone who wants a unique sports car and is willing to get their hands dirty. I have listed the car for \$7,500 but I am willing to take reasonable offers. Contact Tim at 202-285-0200 or [ttfenton@me.com](mailto:ttfenton@me.com).

**1974 Europa.** White with gold pinstriping. 5-speed. Needs restoration. Car is located in Buffalo NY. Call for details. \$11,500. Contact Tony Vaccaro, [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) 716-861-1412

**1991 Elan** 1 of 6 black. Last one produced. Certificate of Provenance from Lotus; original window sticker; many new parts; new Toyo Proxes R1R tires, stock wheels freshly powder coated and trued; short-throw shift kit, Everest chip, Wilwood brakes, rear strut tower brace; upgraded intake plumbing with blow-off valve; service records and photos available. \$20k. Dan 440-455-9511 (Cleveland).

**2011 Elise SC** One of the last SC's imported, finished in Storm Titanium with unused hardtop and touring and sport packages. Car has only 9,400 miles, accumulated mostly on LOCO Club Tours. I live in Gunnison, CO, where the climate allows it to be fully enjoyed for only about 3 months a year, so I've reluctantly decided to pass it on to someone living in a more congenial climate. Asking \$55,000 firm. John Tarr [gucbiker@gmail.com](mailto:gucbiker@gmail.com)

**2005 Elise** Excellent condition inside and out. 22,000 miles. Saffron yellow with biscuit leather. Purchased in 2008. Never tracked. Sport and touring package. Serviced at RS Motorsports in September. (Authorized Lotus Tech) Must be seen. \$35,000 firm. Serious inquiries only. Additional photos and much more info. on request by calling Jack at 413-429-5868 or [jackdeaso24@gmail.com](mailto:jackdeaso24@gmail.com)

**1966 Lotus Cortina MK1** Needs restoring. Not for the faint of heart. Many new and used panels and parts. Complete car. Listed on LCR. Factory manuals included. Sensibly priced. Bob 845-673-9498

**1999 Lotus 340R** Chassis #002 Prototype, The car was originally used in UK for promotion prior to production and later sent to Dan Gurney Race shop in CA then later sent back to LCU, I fully restored the car and did many upgrades and raced it with HSR. I have all the original parts and many spares as well. Great car, rare find. Dave Schmid [djschmid@gmail.com](mailto:djschmid@gmail.com)



# PARTS FOR SALE WANTED

**1991 Elan M100** Excellent condition. Air-conditioned, reliable and fun to drive. \$15,000. Also 2019 **Open Car Trailer**. Used once. Dual axle, spare tire, road hazard shields, additional tie-downs, removable fenders. \$2,500. Contact David on 954-684-6196 or davidz@fraserzyachts.com

**Early Lotus 7** Caterham Register as a 1967. Ford Kent motor cross flow head. 1600cc Dual 40 Weber carbs. Restored 7 years ago frame off. FAST runs and drives great. British racing green paint with 3-color pearl. Some new aluminum body panels. New aluminum gas tank. Car show ready. Very nice. \$25,000. OBO. Contact Brian for more pictures or info 954-581-2893 or bris-loti@comcast.net

**1984 Lotus X100 one-off Prototype** Fully restored, with 1,250 indicated miles. Probably the only Lotus prototype existing outside the Lotus factory; and most certainly the only one that's street legal (Texas title and registration). The X100 is the last road car project designed under Colin Chapman. It was built as a complete production-ready car, with functional lights,



wipers, brakes, suspension, etc.. The car is prominently featured in the book, A Life in Car Design, by its Chief Designer, Oliver Winterbottom, which documents the design, build, test and inside story of the car. Everything works. Contact tbsmith@pobox.com or 832-415-6916

**2011 Exige S260** Approx 2,300 miles. Matte Black, only 25 were made. This is #17 of 25 Wrapped in Matte Black bra. In 2013 during a drive the Lotus skidded off the road onto some rocks. Prestige Imports Collision Center had to replace the frame and body assembly even though only the floor needed replacement since it was one part (#A123A4002S). I have a signed letter from Prestige Imports that states that no frame damage has occurred to this vehicle. Only reason for sale is that I want to help my son, a service man who just moved back to the states, with a down payment on a house. \$57,000.00 Extremely FIRM. Contact: Martin Lajczok rocketmanlmt@gmail.com

## 1959 Lotus Elite Series 1

Early Maximar body car, CBU 1188, RHD (all S1 cars are!) Fully restored with mostly new parts. Freshly built 1460cc FWB. 4-speed MG Gearbox. New wire wheels (3 spares). Painted (very) Dark Green, complete new interior (grey). \$85,000. Ran 1000 miles on this years Colorado Grand. Contact: willtaylorphoto@aol.com, tel: 303-570-4437 for more info and pics. Colorado.

## 1991 Lotus Elan – M100 Parts

"Press" engine for the introduction of the M100. Purchased from Arnie at LOTUS US (when it was in Atlanta). It has not run since leaving the dyno at Hethel (for what it's worth the timing belt and valve seals were replaced in 19\_\_). Stored in humidity controlled garage since purchased. Asking \$5,500. Contact deborahengelman@gmail.com

## 2005 Lotus Elise Parts

4 Yokohama tires (Lotus specific) – 2 new rears (still have labels on the tread), 2 used fronts (< 2,000 miles) with 5mm tread showing. Asking \$1,000 Contact deborahengelman@gmail.com

## Lotus Type 54 Europa nose section

Photos available. In Cleveland area, contact Gary David, gdcomputer@aol.com, 216-272-5189.

## Elan S1 & S2 misc partss

Cant Rails and Rods, Wiring Harness, New Hand-brake Fulcrum and rods, Battery box, New Nardi Steering Wheel (14-inch), New Door Parts, Windows, Window Rails, Armrests, Window Lift Scissors Call Bob on 845-673-9498

## 5 Lotus Elise tires & wheels

Dan 440-455-9511 (Cleveland).

## 1991 Lotus Elan – M100 Parts

'Press' engine for the introduction of the M100. Purchased from Arnie at LOTUS US (when it was in Atlanta). It has not run since leaving the dyno at Hethel (for what it's worth the timing belt and valve seals were replaced). Stored in humidity controlled garage since purchased. Asking \$5,500. **2005 Lotus Elise Parts** 4 Yokohama tires (Lotus specific) – 2 new rears (still have labels on the tread), 2 used fronts (< 2,000 miles) with 5mm tread showing. Asking \$1000. Contact Otis Engelman at deborahengelman@gmail.com

## Lotus Twin Cam Race Camshafts

Delong L1 Intake and Exhaust camshafts \$ 400.00, will include packing and shipping within continental USA. They are in excellent condition. Contact: Martin Dodenhoff, mhdeuropa@gmail.com

**Lotus 7 Steering wheel** Off one of the many Lotus 7 Series 2 cars I have had pass through my hands. \$2000. Located in Buffalo NY. Contact Tony on tvacc@lotusowners.com

## Lotus Eleven Parts

I have a Lotus Eleven rear end complete with calipers, steering box, radiator with reservoir for sale. Contact Jeff Jackson: Jeffj22@gmail.com

## Lotus Formula Ford Type 51

Looking to restore, rebuild and race. Preferably without a motor as I have several at present. Contact Bill at WLD3RD@gmail.com or 801 860 6975

**Wanted: Europa S1** complete car or project car Prefer early S1 with bonded windows/metal dashboard but open to all S1 models. Must be a 'No Hit Body' example or at the most slight damage with minimal frame rust Contact: Steve Cummins doleslotus@hotmail.com phone 540-290-5263

**Wanted: 2 Europa Twin-cam Alloy Wheels** that are crack and curb rash free with no enlarged mounting holes. Do not mind if the wheels are somewhat oxidized/missing paint as I will strip and powdercoat them. Contact: Steve Cummins doleslotus@hotmail.com phone 540-290-5263

## Wanted: for 71 Lotus Europa S2

Hermes Performance Kit: intake manifold, weber side draft carb 45DCOE, header. If you have any of these parts or any idea where I can find any of these parts. Please contact Lynn Franke at 414-699-6127 or lfranke@westalliswi.gov.

## Wanted: 1970 Elan S4 windshield

Please contact Gary David gdcomputer@aol.com

## Wanted: Hardtop for S3 Elan

Please contact: William at willtaylorphoto@aol.com, tel: 303-570-4437

## Lotus Books & Manuals

Approximately 200 different Lotus titles for sale. Contact: Alex Voss on (206) 721-3077 or email Alex@books4cars.com

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