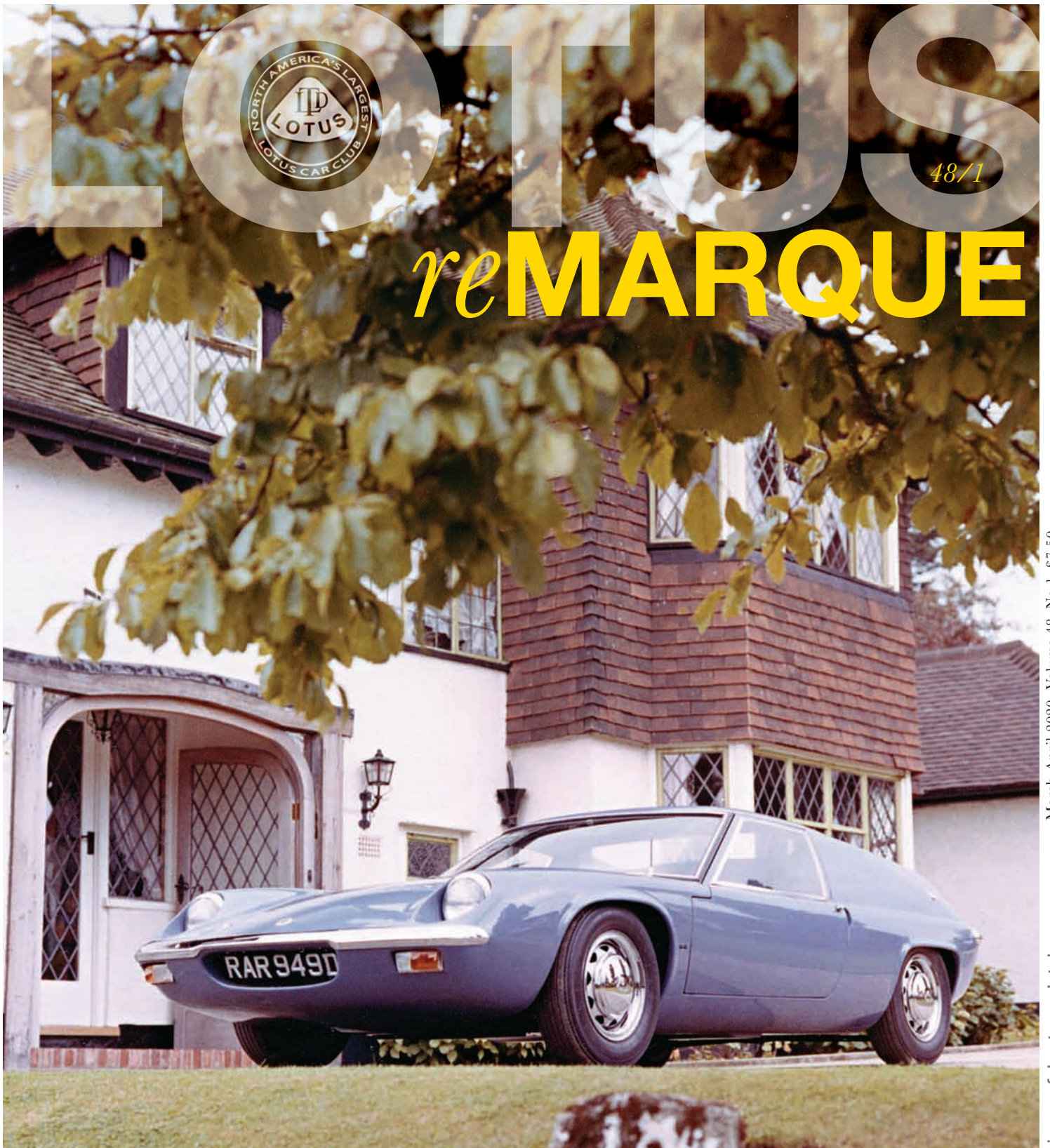




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# LOTUS

## reMARQUE



March-April 2020, Volume 48, No.1, \$7.50

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# LOTUS *re*MARQUE

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*Rich Shea*



*Foster Cooperstein*



*Tony Vaccaro*



*William Taylor*

# PRESIDENT

When you live along the western shore of Lake Erie, the arrival of spring is dependent on how much ice is on the lake. We might get a late, lake effect snowstorm, but with the lake not acting like a huge air conditioner, spring should really be just around the corner. We should have an early spring, which means we should be able to get out our Lotus cars before late April. I am always so jealous of those of you that live in areas of this planet where it is sports car season all year long.

Registration is open at [www.clubregistration.net](http://www.clubregistration.net) for our 2020 High-Performance Driver Education Day at Watkins Glen. Wednesday June 17, 2020 is our day at the Glen and we are excited again to work with the Mercedes-Benz Club of America. Along with our full day \$350 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 and showing you the correct racing line around Watkins Glen. As you will be behind a pace car and driving at highway speeds, no helmet is 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 & 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 in Salt Lake City, Utah, September 18-21, 2020. Rich Shea and the Utah Lotus Owners Coalition (ULOCO) are planning a great LOG 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 soon and will be on the Lotus, Ltd. website and in Lotus ReMarque.

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 would like to ask all members to look through their pictures as we have a project the board has been working on. This is an exciting new idea for Lotus, Ltd. and will require pictures of your cars. If you read elsewhere in this issue of ReMarque, all will become clear!

It usually takes me few days to write my presidents message. When I started this message, we had the threat of lake effect snows coming in from the west and causing blizzard conditions. The threats became fact and as I look out my windows at the snow blowing and the wind drifting the snow across the driveway, it seems like winter will just never end. But winter will end. On the latest newscast I see, they are they are officially forecasting an early spring for most of the country.

As I look in my garage, I see the Lotus cars just hibernating, waiting to be uncovered and brought to life. With the early spring forecast I know we will be out in our Lotus cars before I write my next President message. Gosh, I hope so.

Tony Vaccaro  
President, Lotus, Ltd.

Cover Image: This shot of one the first Europa chassis' built was taken outside Colin and Hazel's house 'High Point' in Hadley Wood, Hertfordshire in early 1966. Image © Chapman Collection

# 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,  
Sebring, (863) 699-1623, a1survcomp@aol.com

## 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,  
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## KANSAS

Amalgamated Lotus Owners - MARK BRACEWELL,  
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## LOUISIANA

Louisiana Lotus [LALLA] - MICHAEL GLORE,  
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## WASHIGTON, DC and MARYLAND

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

## MASSACHUSETTS

New England Lotus Club [NELL] - 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

## MCHIGAN

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, rviggins951@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

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## 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.

## ReMARQUE - Omission/Correction

The last issue of ReMarque (Vol.47, No.6) had a slight misprint, well more actually more a case of dissapearing text. In the story by Rich Shea "On Fuel Tanks, Europas....." unfortunately the last line or so of text was cut off. So, for all of those of you who were left wondering what the moral of the story was, here is what Rich concuded.

"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."





# 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](mailto: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, 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 President Shaun Ramkumar on [shaun.i.ramkumar@gmail.com](mailto:shaun.i.ramkumar@gmail.com) or 678-451-9948, VP Ben Lower on [bnlower@hotmail.com](mailto:bnlower@hotmail.com) or 469-831-1021, the secretary Austin Lewis at [Austjamlew@gmail.com](mailto:Austjamlew@gmail.com) or 804-687-8192, and Activity Director Greg Laird on [Greg@chaos.ec](mailto:Greg@chaos.ec) or 203-654-0698. You can also go to our webpage at: <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 emial 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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# Letters to the Editor

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

Hello William:

It was neat to see a gorgeous British Racing Green (BRG) Lotus Elite on the cover of the current Lotus, Ltd. reMARQUE magazine, which I received a couple of days ago, and then to find it featured in an article about the 2019 Colorado Grand, and then to find out that it is your car which you'd loaned to a couple of friends of yours because of an engine failure their 1931 8-litre W.O. Bentley... this all made it very interesting. And I didn't even know that you had an old Lotus Elite!

It was a neat article and it was nice to read that your little car performed faultlessly (other than the minor issue of the windshield wipers, stopping work) over the course of the 1,000 miles of the event must have been

the "frosting on the cake"... funny thing, I've had the same problem with the windshield wiper (singular) on my 1976 Lotus Elite (see a couple of pictures attached).

The article was a fun read and the pictures of your car were really nice.

And, the article you wrote about Brian Caldersmith is very interesting also... and, wow!, he's quite an artist, plus the cutaway artwork by James Allington is pretty awesome.

**Doug Jackson, Immediate-past Chairman of the Evergreen Lotus Car Club (for the previous ten years) and Chairman of the Sponsorship & Advertising Committee for the Western Washington All British Field Meet car show**

Dear William,

I am holding down the Alaska/Far North outpost of the Lotus, Ltd. membership, and I wanted to pass on a few questions and observations.

First, I want to thank you and the production arm of Lotus, Ltd. for now sending reMarque in a plastic envelope. I have received every issue that was packaged in plastic in perfect condition — unlike before, when ever second or third issue would arrive completely mangled and torn by the Post Office, I am copying Cora Gregorie with this letter, in gratitude for her faithful years of supplying me with replacement copies for the frequently damaged issues of reMarque, Thanks, Cora!

Second, I enjoyed your article about Brian Caldersmith, and his acquisition of the original Lotus Elite cutaways by James Allington. I have long admired the skill shown in Mr. Allington's detailed cutaway drawings, as they appeared in so many British car magazines.

I am wondering if there is a possibility that Mr. Caldersmith would consider a limited run of the Allington drawing of the Elite Series II, suitable for framing? A size of 16 inches x 20 inches, or something like that, would be ideal. I'm thinking that there may be a considerable number of Elite enthusiasts who would like a framed Allington Lotus print to hang in their garage, or rec room, or over the mantel, or wherever...

I am enclosing a photo of my winter-bound 2007 Caterham Seven S3 in my own garage, pinned in by my Mercedes-Benz Unimog 406 DoKa. On the garage wall you can see a number of framed cutaway drawing of Loti and other marques, all drawn by Shin Yoshikawa. In my garage, I have a total of 6 Lotus cutaways by Shin, among the

total of 16 framed cutaway prints by Shin. (Shin owned a white Lotus Elite Series I or II for a number of years.)

Finally, knowing that you have an extensive and very inclusive collection of Lotus-related books, I am wondering if you have yet come across the book, *Why build a Seven?* by Michael Eddenden. Michael is a Canadian, and the book is apparently self-published. I initially found the paperback version on Amazon. I later learned that there is also a hard-bound version of the book, and also bought it; it does not seem to have an ISBN number at all.

Anyway, Michael describes in great detail, with relevant quotes from contemporary enthusiast magazines and his own whimsical drawings, the trials and tribulations of deciding which Seven to get, and then ordering it from the UK, assembling it and getting it licensed. He and his long-suffering wife even built a mock-up of the Seven in their living room using cardboard boxes, during their decision-making process. It is a delightful book, and I recommend it highly.

Thanks again for your excellent work with the reMarque issues—they are very enjoyable.

**Best wishes,  
Thomas E. Meacham  
Alaska**



Hi William,

Once again a super mag. Loved the article by Rich Sheya although the end seems truncated!

The pic of him lying on the engine brings back days of painful memories when I was running the new Continuous Engineering department at Hethel and our dev car was a red self colour Esprit S1, number 20 off the prototype line. I spent a long time in that position on belt tensioner, etc, etc!

Reading Tony's article - we named our first daughter Emma... and I've managed to track down Marc Wolff the top helicopter stunt/film pilot who has worked on numerous Bond movies. If you'd like an article on him (tenuous Lotus connections!) I have written one for the UK GA mag Pilot.

Hope all well with you and your cars in Colorado.

**Kind regards  
Patrick Peal  
Norfolk, UK**



# 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: [www.marriott.com/hotels/travel/slcup-salt-lake-city-marriott-university-park](http://www.marriott.com/hotels/travel/slcup-salt-lake-city-marriott-university-park)

## 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.

## SATURDAY

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. 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.

## 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.

## ALTERNATIVE ROUTES TO LOG 40

For our out-of-town guests driving their Lotus' to Salt Lake City there are several fun ways to get here without the tedium of freeways.

If you're coming from Southern California consider taking I-15 into St. George, Utah then Hiway 257 through Milford and Delta then north on Highway 6. Highway 6 splits just before Eureka, the left route goes through Stockton and Tooele before ending up on I-80 which will bring you right into SLC. Take a side trip to Ophir, an almost ghost town. You'll drive by the chemical weapons disposal facility on your way to Stockton. If you take the right route through Eureka (an almost ghost town) you'll eventually come to an intersection with a real olde tyme filling station. Go east for about another 4-miles and you'll see the ruins of the mill at Harold. Make a U turn and go back to the olde tyme filling station and turn north (right) on Highway 68.

You'll go through Elberta where Elberta peaches are grown and eventually end up on the west side of Utah Lake and drive through the new city of Saratoga Springs. Continue north and eventually you'll come to Bangerter Highway; turn right onto Bangerter and it'll take you to I-15. Take I-15 north and find your way to I-215 East. Stay on I-215 until it turns into Foothill Blvd. Stay on Foothill to Wakara Way. Turn right on Wakara for about half a mile then left at the first stoplight. Welcome to LOG 40!

If you take the other route through Eureka there are several ghost towns along the way: Dividend, Mammoth and almost-ghost town Eureka. The Eureka cemetery is the best wild-west cemetery I've ever seen. It's just before you hit Eureka proper and is well worth the short side trip. Putter around Eureka and look at all the really old miner's shacks. A side trip will take you through the ghost towns of Dividend and Mammoth. The last time I was out that way they'd re-opened the old workings of Mammoth. I guess the price of silver got high enough to make it worthwhile.

## Fun drives planned for LOG 40

There are hundreds of miles of fun roads and spectacular scenery in and around Salt Lake City. A few of the drives we have planned are:

Snowbird and Little Cottonwood Canyon. A winter and summer resort high in the Wasatch Mountains. The lodge is at 8500' and you can take the tram to Hidden Peak at 11,000' altitude. The scenery is unmatched and the drive up there is a ball.

Big Cottonwood Canyon, Brighton, Guardsman's Pass and Park City. A spectacular drive up one of the biggest canyons near Salt Lake City. Make the loop around Brighton Ski and Summer Resort then take the first right to Guardsman's pass. This takes you up and over the top and down the other side where you can bear left to Park City or bear right to Midway and more sportscar roads.

The Ghost Town Tour. South and west of Salt Lake City. Real wild west ghost towns and almost ghost towns. Check out the cemetery at Eureka, it's the best wild west cemetery I've ever seen.

The Bonneville Salt Flats. About a 90-minute drive due west of Salt Lake City. The Salt Flats are world renowned as the site for land speed record attempts. The Salt is so flat that you can see the earth's curve.

The Alpine loop. A two-lane road that goes from American Fork Canyon up and over the top of the mountains to Provo Canyon by way of Robert Redford's Sundance Resort. A beautiful drive. Several turnouts provide photo ops. Spectacular.

Mt. Nebo Loop. Another high mountain 2-lane road through spectacular scenery.

Red Rock Country. It's possible to leave Salt Lake City at 6:00am, drive to Arches National Park, take a pass through the park, hike up to Delicate Arch and be back in Salt Lake by about 8:00pm.

Pony Express drive. Yes, it's the real Pony Express route. It's paved most of the way, you can turn around when the pavement runs out. Look for "Aunt Libby's Pet Cemetery".

Skull Valley, Rush Valley and Dugway. Set your watch back 120 years—there's not much out there except grasslands, sagebrush and ghost towns. Oh—and the Dugway Proving Grounds where the US military gets to play with some of their explosive ordnance.



# See your LOTUS in the 2020/21 Lotus, Ltd. Calendar

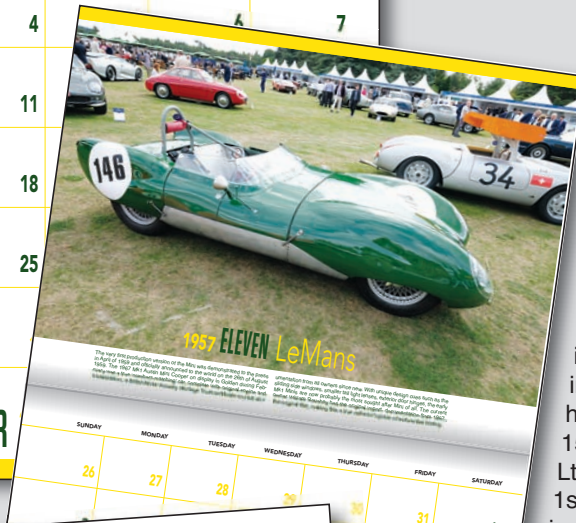


2018 EXIGE Type 72

To many vintage car enthusiasts the Lotus Exige is possibly the most beautiful Grand Prix racing machine ever built. Exige, chassis 37285, was built in March of 1918. As with most 80 plus year old cars, the trail of ownership is long and convoluted, and it was current owner and FIMVFA member Andrew Latham who, having purchased the car in late 2008, commissioned Bugatti historian Pierre Yves Laugier to fully research its history. Over the next two years Andrew had 37285 fully restored to race ready condition by Lotus experts High Mountain Classics. In 2019 Andrew was invited to compete at the Monterey Historic, where he finished an excellent ninth, and the highest placed Bugatti in the race for 1927-51 racecars.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 <small>Alfa Romeo GP</small>	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24 <small>Christmas Day</small>	25	26	27	28
29	30	31				

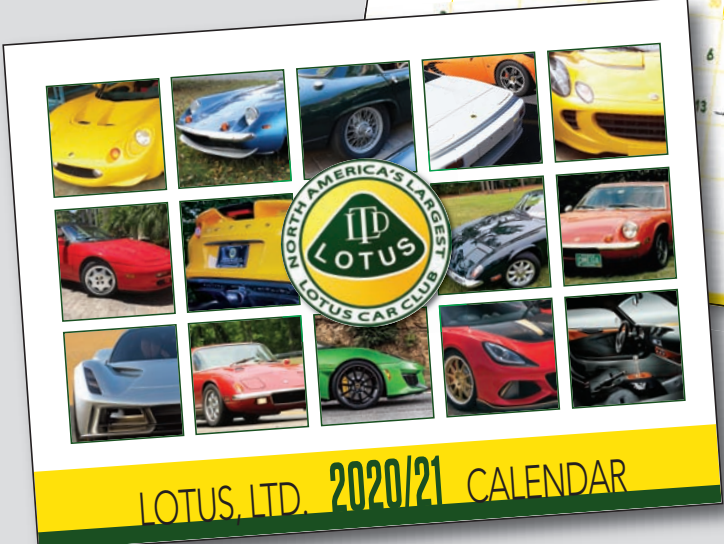
DECEMBER



1957 ELEVEN LeMans

The very first production version of the Lotus Eleven... The 1957 Lotus Eleven was developed by the Lotus team in 1956 and was the first Lotus car to be designed and built in the USA. The Lotus Eleven was designed and built by the Lotus team in 1956 and was the first Lotus car to be designed and built in the USA. The Lotus Eleven was designed and built by the Lotus team in 1956 and was the first Lotus car to be designed and built in the USA.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
26	27	28	29	30	31	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29



LOTUS, LTD. 2020/21 CALENDAR

Every year Lotus owners come together to celebrate their favorite marque and friendships at the Lotus Owners Gathering. This bond of friendship is what brings us together each year, and many of us count down the days until we get to see each other again. There's no better way to mark off the days until our next LOG than the official Lotus, Ltd. calendar!

Lotus, Ltd. are publishing a calendar featuring images of our member's cars. The 9x12-inch, 32 page, all color calendar, printed on high quality, heavy-weight paper, will feature 15 images of Lotus cars selected by the Lotus, Ltd. calendar committee between now and the 1st July 2020. The cover will show a detail image of the cars featured. A sample cover and pages are shown here, but remember, each month will feature a full page photograph of a current Lotus, Ltd. member's car. Only the highest quality, Lotus appropriate images will be selected.

The 2020/21 Lotus, Ltd. calendar will run for 15 months from Sept 2020 thru Nov 2021 and will be launched at LOG40 in September 2020, where it will be for sale to members at a price of just \$15.00 each. Calendars will be available mail order from the club for \$15 plus \$2.50 s&h for 1-5 copiers.

Before we finalize the design, there's one piece missing: YOU! We are now accepting pictures from all of our members that best exemplifies the qualities of the club: great friendship, great cars, and great locations. You can submit these now to Coterie Press (see below).

**Are you a member of Lotus, Ltd.? Would you like to see your Lotus featured in a Calendar?**  
Send your high-resolution (landscape format please) photographs (minimum 10x8-inches @ 300dpi, in jpg or tiff format) and details about you and your Lotus for consideration to: [coterieltd@aol.com](mailto:coterieltd@aol.com)





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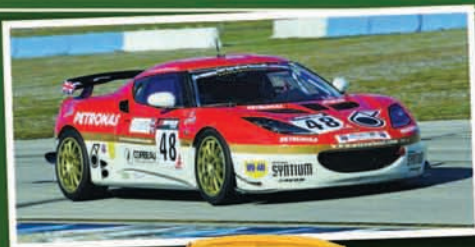
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# *Type 74 Twin-Cam in a Time Capsule*

Mark Milligan's 1973 Europa Special by Bruce Oblad

Images © Mark Milligan

How would you like to have your grandfather call you, tell you to bring a trailer, and inherit your late father's trophy car, a 1973 Lotus Europa Special? That's what happened in 2011 to Mark Milligan, a local geologist, family man, cyclist, traveler, and now proud Lotus owner. He jumped at the opportunity and brought home this very serviceable and desirable mid-engine exotic that had been stored in a shipping container in the California desert for almost two decades. As it was last registered in 1992, Mark found it in incredibly good physical and mechanical shape. The L07 Lotus Yellow paint was original as was almost all of the rest of the car. This was a spectacular barn, er, container find and free to boot. Perhaps Mark has a particular angel who has sophisticated automotive interests that is looking after him.

Mark's father bought this Type 74 Europa Special from Jamestown Motors in Long Beach, CA, back in 1973 when Mark was but a pre-schooler. The dealer was the late Louis Mirabile who was also co-founder of the Long Beach Grand Prix. The car still carries the dealership license plate frame on the back. Mark's father was a stunt man as indicated by the Stunts Unlimited sticker on the back windscreen behind the driver's head rest. That unusual guild remains in operation and still represents dozens of stand-ins, doubles, and stunt performers. Perhaps his most noteworthy gig was being Angus MacGyver's stunt double. Unfortunately, Mark's father died far too early at age 52 and his prized Lotus fell into the care of his grandfather.

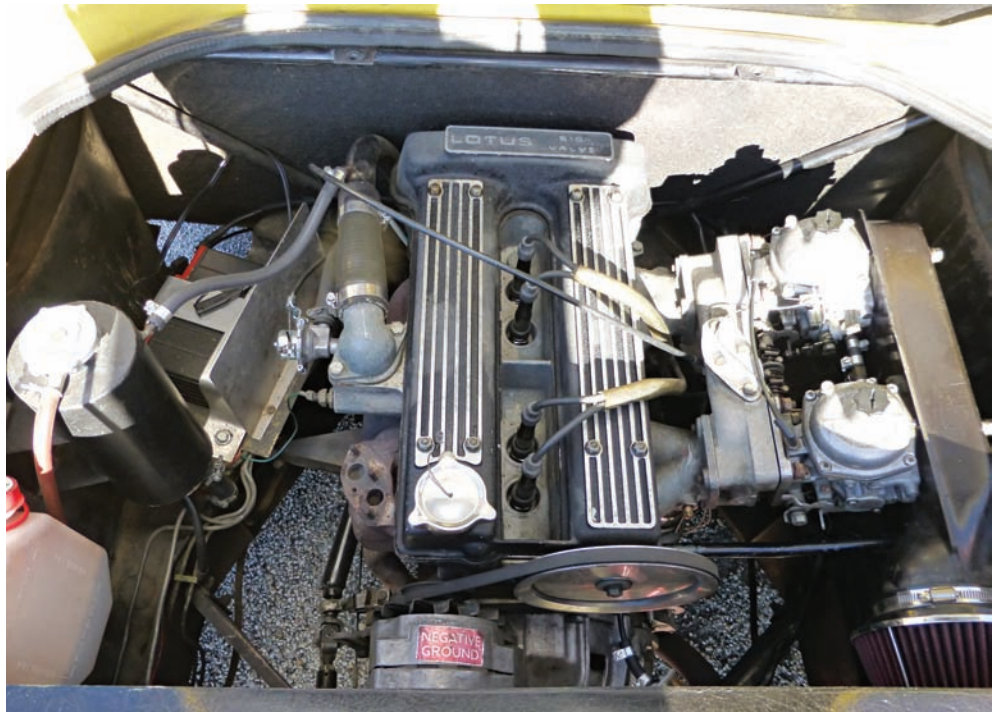
According to William Taylor, author of *The Lotus Book*, the Europa Special was the last of the four editions of this ground-breaking sports car. The backbone chassis/GRP body combination was in concept much like that of the Elan, only the frame was flipped longitudinally. Whereas the Type 26 had a front mid-engine layout (the entire lump was behind the front axle line), the Europa was built with the engine in the rear, but ahead of the rear axle line. Like Chapman's formula racers, the lower control arms of the rear suspension were attached to the transaxle case. The Europa Special had several upgrades over the S1 (Type 46), S2 (Type 54), and the Twin-cam (Type 74) versions. The venerable 1558cc Ford 116E w/Cosworth twin-cam 'Big Valve' head had larger intake poppets which boosted the power rating to 126bhp. Renault also supplied the more rugged 5-speed transaxle to manage the increased torque and tension loads. Like the Twin-cam version, the Special had the lowered fins in the back and alloy wheels. Mark's has the wider 13 inch rims which was a desirable option for increased road holding. His father added a rear anti-

sway bar that he bought from Claudius, Inc of Cerritos, CA. The aftermarket parts supplier's sticker is still on the rear bumper. Claudius, Inc also restores all kinds of Lotuses.

All cars suffer oxidation of their seals over long periods of use and storage, so Mark had to replace some of the critical ones to get his Europa Special back on the road. This included a rework of the braking system. He replaced the wheel cylinders in the drum brakes at the rear, some of the brake lines, and substituted in a brake master cylinder from a Nissan F10 as many have done and described on the Europa online forum. Mark also bypassed and removed the two vacuum servos that were located in the engine bay. He had to rebuild the Stromberg carburetors as the rubber diaphragms inside had deteriorated. That made a major improvement in how the engine ran.

Mark has a list of other projects to do with the car, but as for now it runs very well. One of them is to replace the damaged speedometer cable. This isn't very urgent because, when he drives the car, he just loads up the GPS speedometer app on his phone and places it right in front of the shift lever. This gives the dashboard an interesting anachronistic juxtaposition of British lacquered wood and analog gauges with a high def LED screen.





Mark was kind enough to allow me to drive his pride and joy automobile. It was the first time I've been at the controls of a Europa. In fact it was my first ride ever in one. Entry and exit through the small doors are a bit tricky, but once inside, the seating is very comfortable and the wheel position and gear shift are in their perfect places. This is truly a small car, yet you don't feel cramped or claustrophobic and the view to the front and sides is panoramic. The view out the back via the central mirror is good, too. The side mirrors are a different story. They are tiny and the one on the right is there just to meet regulations. The fact that it is useless doesn't seem to bother any bureaucrats. Q: You know what they call the last person to pass medical school? A: Doctor. I guess the little Europa sideview devices pass for mirrors, too. They are quintessentially Chapmanesque.

The steering in typical Lotus fashion is direct and full of feel. Time has allowed just a hint of play into it on center though it's hardly noticeable. This car goes where you point it. The pedals are offset slightly to the right and are hinged from the bottom. (I recommend shoes more narrow than my EEE penny loafers when motoring en Europa.) They are close together which makes it very easy to heel and toe. Actually you sort of big toe, little toe it with a subtle roll of your right foot. It's very nice not to have to twist your leg, ankle, and heel around. The engine responds instantly to even a slight blip of the pedal. This is great for downshifting, but makes it a little tough to creep away from a stop without over-revving the engine. I got myself into resonant surging once as the lurching of the car caused my foot to lift and press the accelerator, thus exacerbating the surging. The remedy was to step on the clutch and ease into it again. The clutch has a short throw and takes some effort to disengage. Uptake is immediate, so you have to think in terms of smooth movements of the left foot.

It took me several minutes to learn to shift properly. In reality I'd need more time to really get the feel of the gates. I found first and second gears pretty easily, but third is farther to the right than I was used to and had to search a bit to find the notch. Once in third it was easy to find fourth gear. Fifth was a little longer shove to the right and up. It's easy to confuse third and fifth. Mark shifted gears with ease, so I guess I'm somewhat of a maladroit. I had to apologize for grinding the gears at least a half-dozen times.

The brakes require some muscle since the vacuum assist is gone, but they still work well and have no trouble slowing this lightweight car. It weighs less than 1600lbs. I guess modern power brakes have made wimps out of us. We think something is wrong if we can't stop a locomotive-sized vehicle with just the slightest pressure of the toe.

The Twin-cam has plenty of torque. I didn't kill it despite the delicate throttle and racey clutch. It thrusts you along with purpose, vigor, and guts. The exhaust pipe proudly announces your arrival and throttle position. This engine epitomizes the adjective, 'roarty'. In summary, Mark's Europa Special reminds you of a fine vintage track car. I guess that's what it was intended to be and so it is.

Despite the fact that the Europa Special is really small, it is hard to miss. In our 20 minutes or so driving it around, we got compliments from at least three admirers. They shouted out things like, "Nice car," and "I like your car." One young woman at a stoplight asked repeatedly what kind of car it was. After answering that it was a Lotus, she said something like, "Wow! It's really small!" It certainly draws a lot of attention. I'm sure that at least one of the kids we passed took a picture or two. Of course all Lotus owners get the same treatment daily.

Mark recounted the story of watching a Honda Civic Si roll out of a neighboring driveway and toward his Mazda minivan and his beloved Europa Special. The young lady had just taken delivery of it and hadn't set the parking brake firmly enough. To his great relief the Civic ripped along the side of the Mazda, but didn't touch the Lotus. He wondered if the attending policeman thought him a little weird with being happy that his Mazda got crunched. Mark thought his name was interesting. He was Officer Upton Downs. This was not a joke.

In addition to owning a Lotus, Mark likes to travel with his lovely and friendly wife, Jenny, and their two children. Their most recent trip was to the coast, mountains, and forests of Northern California. He works for the Utah Geological Survey and cycles to and from the office. While on Warm Springs road, he pointed out the location of the warm springs as we passed over them. They certainly stink. The refineries in the vicinity often get blamed for the odor of H<sub>2</sub>S, but Mother Earth doesn't seem to care what an EPA regulation is.

P.S. You can see Mark's father in action as Angus MacGyver's stunt double in a Youtube video clip online.

See <https://www.youtube.com/watch?v=LTWEh2mcdsg>. He's the guy who piloted the coffin that transformed into a wooden jet ski after being thrown off a bridge into the drink by a bunch of accomplices in long black overcoats. He was so good on the jet ski that none of the red soldiers on the bridge ever had a chance of shooting him. He even had the temerity to wave goodbye as their leader pounded his fist on the handrail in frustration and shouted curses in Hollywood German. Notice that Mark's dad wore a hat while in the close-ups, Angus was hatless. Whoops!





CLASSIC

TEAM LOTUS

# The 50th anniversary of the launch of the Type 72

The revolutionary Lotus 72 was unveiled by Team Lotus at Hethel on Monday 6th April 1970.

50 Years to the day, Classic Team Lotus remembers this important Lotus landmark by presenting 72/5 in its 1970 livery.

Team Lotus constructed ten Type 72 chassis, which between them won 22 Grand Prix and five World Championships; three Constructor's (1970, 1972 & 1973) and two Drivers' (Jochen Rindt and Emerson Fittipaldi).

Radical features of the Type 72 design were side mounted radiators, wedge shape, inboard front brakes and torsion bar suspension. Low drag, high downforce and optimised tyre performance were the key factors that made the car victorious over such a long period. (Plus of course the best mechanics and three of the greatest ever drivers!)

Chief designer of the Type 72 was Maurice Philippe, working together with Colin Chapman. Principle draughtsmen were Martin Waide, John Baldwin and Geoff Aldridge. Chief Mechanics were Gordon Huckle, Keith Leighton and Eddie Dennis. Principle drivers were Jochen Rindt, John Miles, Emerson Fittipaldi, Reine Wisell, Dave Walker, Ronnie Peterson and Jacky Ickx.

- Eight of the ten cars are surviving.
- Tragically Jochen Rindt is the only ever posthumous World Champion, having died in an accident in the Type 72 at the 1970 Italian GP.
- By winning the 1970 USGP Emerson Fittipaldi secured the Championship for Rindt and also became the youngest ever GP winner (at that time).
- The 1973 Constructors' title was won by Ronnie Peterson and Emerson Fittipaldi dominating the season, winning 7 of 15 Grand Prix in the Type 72D.
- The 72 competed in an extraordinary six consecutive F1 World Championship seasons.
- In March 2019 the Type 72 was chosen by Autosport.com as the greatest ever Formula One car.

In the words of Emerson Fittipaldi: ***"There's no question about it, the Lotus 72 was the best F1 car I ever drove."***



Images © Ford Photo Library and Classic Team Lotus





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!



# Get Your Lotus Out

NoVA Lotus, the Northern Virginia chapter of Lotus, LTD., will hold the 19th edition of our Get Your Lotus Out (GYLO) on Sunday, May 31st, 2020, starting at 10:00am. We have held this special gathering of Lotus cars twice a year since May of 2011. We hold these events as social gatherings, and encourage members to organize drives, before or after the event. There's a short drive to a group lunch afterwards.

We have found that this gets people from all over our area to come in, and helps new Lotus owners make contact with people who have the expertise to help them enjoy their

Lotus even more. We have had people drive here from Canada and from Michigan! Our largest-ever GYLO had 34 Lotus cars in attendance.

You should consider holding an event like this for your local Lotus group – it's easy to organize. Just designate an area where you can gather a good number of Lotus, and hold it like a cars & coffee event.

If you'd like to come to our GYLO, here is the event info:





**GYLO 19**  
**Sunday, May 31, 2020**  
**10:00AM - 12:30PM**

**Lower-back lot at Katie's Coffee**  
**760 Walker Road, Great Falls, VA**

For more details and updates, check our website:  
[novalotusclub.freeforums.net/thread/681/g-ylo-get-lotus-sunday-00am](https://novalotusclub.freeforums.net/thread/681/g-ylo-get-lotus-sunday-00am)





# Type 73 Formula 3

## The unknown Lotus



Conceived to complement the stunning success of its big brother, the innovative and triumphant Type 72, the Lotus Type 73 was a Formula 3 car intended to sport the same black and gold JPS livery and, it was hoped, follow its winning form. Its origins derived from a proposed Formula 2 car planned for the 1971 season but which fell victim to the closure of Lotus Racing (Lotus Components) who built the customer race cars in the early 70's.

In time, the car appeared in Formula 3 guise, markedly less sleek than the Type 72 but highly advanced by prevailing class standards. The basic design work was originally done by Maurice Philippe, but after his departure to assist the Vels Parnelli team with their new Formula 1 car in the USA, completion was left to Martin Waide and David Baldwin. They incorporated many of the more successful features of the Type 72, including a full monocoque centre section, side-mounted radiators, a complex sub-frame mounting for the front suspension and the unitary engine/transmission/suspension assembly at the rear end.

The aforementioned forward tubular sub-frame carried the rack and pinion steering and inboard brakes as well as rising rate front suspension with fabricated double wishbones and inboard spring

and damper units. The air restricted 130bhp Novamotor-developed Lotus Twin-cam engine and a Hewland Mark 8 gearbox formed a stressed chassis member, attached using a tubular framework and, with inboard rear brakes, the rear suspension was formed around single upper links, parallel twin lower links, twin radius arms with outboard coil spring/damper assemblies.

At its launch, Peter Warr of Lotus agreed that it was a complicated design, admitting at the time that "there is as much work in the suspension of this F3 as there was in the whole of the Type 69 chassis", but with John Player's financial backing, hopes were high for the new car particularly when enthusiasts and factory alike considered the success of the similar Type 72 and the new car's highly distinctive appearance. With this relatively sophisticated specification, its flat-top wedge nose, the curved side panels of the monocoque bulging out beneath the driver and the visual appeal of the superb JPS livery, the Type 73 looked every inch the professional job that it certainly was.

Two cars were built, one each for Tony Trimmer – who had done much of the early testing – and Bernard Vermilio, as well as one spare monocoque tub. Trimmer took the car out for its debut run,



NAME/FORMULA	Formula 3
EXAMPLES BUILT	2 (+spare chassis)
ENGINE TYPE	Novamotor Ford dohc
ENGINE SIZE/POWER	1598cc/130bhp
LENGTH/WIDTH/HEIGHT	148in/71in/36in
WHEELBASE	95in
WEIGHT	884lb/401kg

**TYPE 73**

**1972**



Tony Trimmer in the Type 73 on Paddock Hill bend at Brands Hatch during the opening round of the 1973 Shell championship.



Front right rising-rate double-wishbone suspension.



Like the Type 72, the Type 73 also had inboard front brakes.



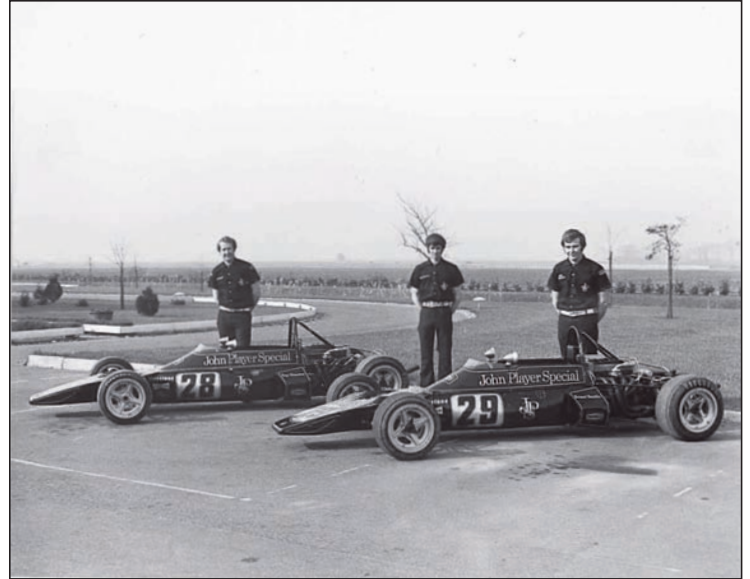
## Type 74 Formula 3

coming sixth at Mallory Park in March 1972, at which point it became clear that some further development work was needed if this attractive but perhaps overly-complex design was to fulfil its potential.

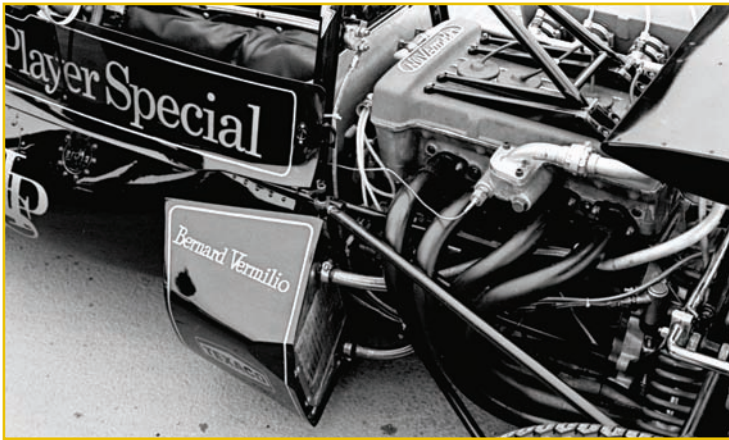
Shortly afterwards, however, Trimmer took a good second at the prestigious Formula 3 support race to the Monaco Grand Prix (despite suffering tyre overheating problems), beaten only by the highly competitive Alpine-Renault of Patrick Depailler, and that with its suspect (oversize) Renault engine. In April he took first place at Mallory Park, having placed fourth the previous month at Brands Hatch. Other notable drives for Trimmer in the Type 73 included a fifth placing at Mallory, and a sixth at Swedish circuit Anderstorp in the early summer. Vermilio, whose car was fitted with a slightly smaller cockpit than Trimmer's, fared less well, finishing just fourth at Zandvoort and sixth at Paul Ricard. Eventually, and perhaps inevitably given the results obtained, factory interest in Formula 3 and its Type 73 dwindled to the point where Lotus withdrew. As a result, no longer engaged in the design and commercial manufacture of racing cars to suit this particular formula, Lotus and JPS were completely out of the Formula 3 scene by the close of the year, never to return.

Eventually one of the team cars found employment as a useful test bed for the Novamotor/Ford Formula 2 engine, and a Type 73B version of the car was developed towards the end of the year, but once Lotus and its sponsor John Player had decided to concentrate on Formula 1, this too was set aside.

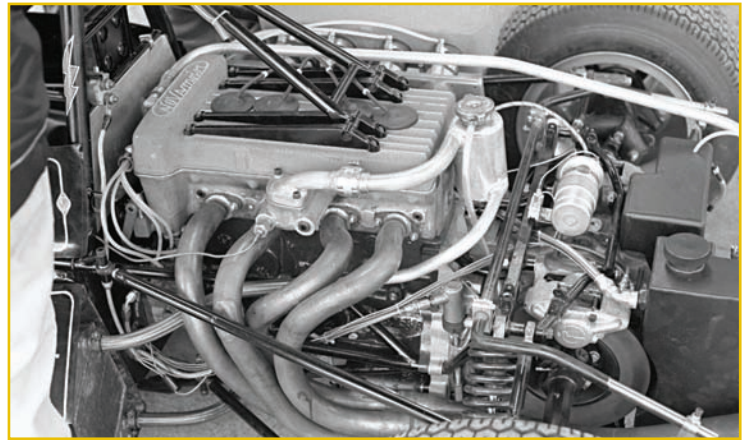
The following year, Dr Joseph Ehrlich acquired both cars, (and a spare chassis) one of them appearing later that year as an Ehrlich-Lotus and driven by Patrick Neve, but with little success.



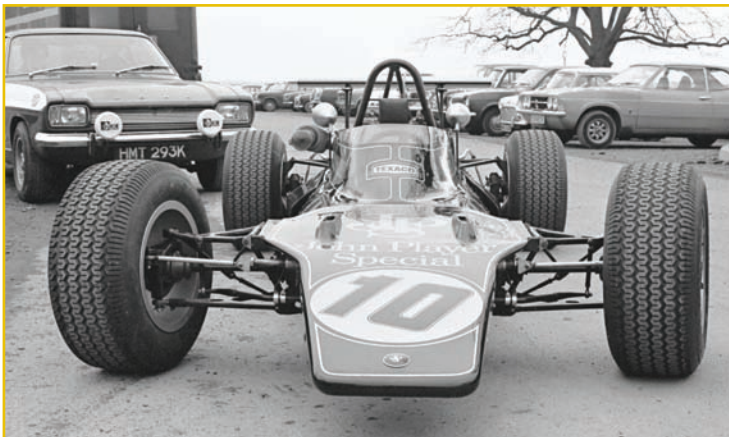
In the final analysis then, this was a mini Formula 1 car which never really fulfilled its much anticipated early promise. Technically extremely advanced, perhaps too advanced for its chosen formula, it differed too radically from its rivals. Without the benefit of a major works development program, the car struggled to stay on the pace for much of the season.



Side radiator and four-branch manifold.



Power came from the Italian-built 125bhp Novamotor version of the 1600cc Lotus-Ford twin-cam unit.



The JPS Type 73 ran on Firestone tyres, just as the F1 cars did in 1972.



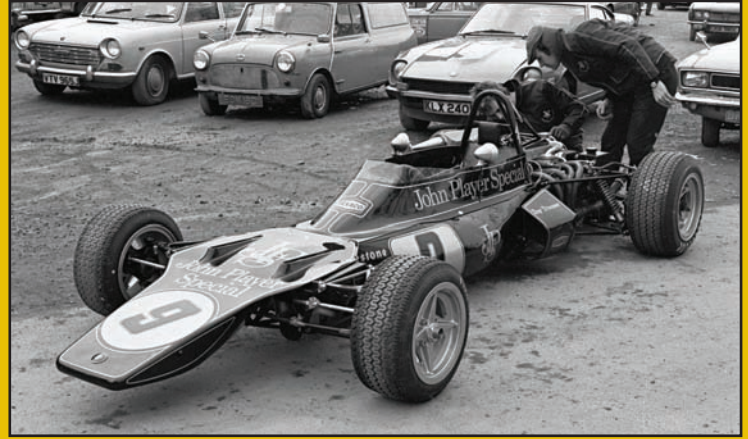
Built on a monocoque chassis with spaceframe cradle for the engine, the JPS 73 was a sophisticated design that never realised its potential.



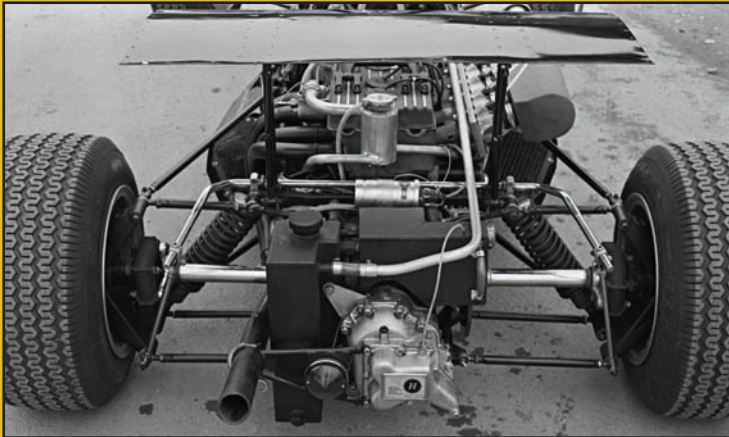
# Type 73 Formula 3



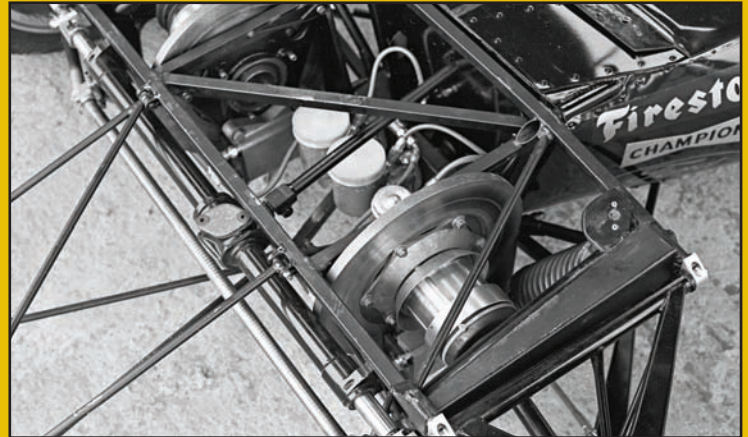
Three-spoke wheel, right-hand shift, central rev counter, the JPS 73 was an austere F3 cockpit.



The JPS 73 was fitted with a long nosecone that lacked aerodynamic fins.



Aerodynamic downforce was supplied by the rear wing mounted above the Hewland gearbox.



Inboard-mounted disc brakes and fluid reservoirs, plus nosecone support, make for a complicated front end.

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# tech TALK

## *When leaving well enough alone isn't well...enough*

by Jim Beal & Mike Rohaley

Images © Jim Beal & Mike Rohaley

**This article is a collaborative effort based on the evolving experience that I and my friend, a fellow CALL member have gained in the past couple years of Elise ownership. It is fair to say we are not experts possessing any exceptional talent that precludes any other willing owner from completing any of the modifications described below.... enjoy!**

### IN THE BEGINNING

We didn't think the Elise could be more perfect back in 2005 when we could have first had one. Many things conspired to keep both of us from buying them back then, although we wished we could have. But, time is the provider of hindsight and thus, we now find that we are both Elise owners who have come to discover that what we thought was perfect could, in fact, use a little editing and correction. The Elise has a few well known 'imperfections' within the design and its execution that can lead to trouble. Some range from serious issues like cooling system ruptures at the radiator and toe-link failures to relatively minor problems like poor A/C performance and random, maddening squeaking, from the interior components (Jim's pet name for his Elise is "Squeaky.") Two items in particular have been spotlighted here, based on our collective desire to cure – or at least better understand them.

### THE COBRA SECURITY AND ALARM SYSTEM

The security and alarm system was a good starting point because it is a project dealing solely with removal. Once that is done, there is nothing to add or alter. Jim was intimidated by the system from the start because of the infrared sensor and the fact that his Elise sits, sans top, in his garage. His cat likes to jump into it and so he doesn't dare set the alarm. He chose to drive it in the "valet" mode and put up with the blinking security light that tried its best to give him a seizure. Mike was braver, and used the security system to lock and unlock his Elise. Then he began to notice that his fob seemed to occasionally forget its code to unlock the car. Lotus chat sites had many accounts of others finding the same failures and of the need to reprogram the fob more and more often. Thoughts of being somewhere far from home and away from the second back-up fob started to gnaw away at our confidence. Mike found an excellent on line article on exactly the procedure for disarming, defeating and removing the alarm and security system while retaining full functionality of the car and its related systems: (<https://www.lotustalk.com/forums/f320/remove-cobra-alarm-immobilizer-microwave-sensor-w-out-flashing-telltale-407577/>). We suggest you give it a look if only to become more familiar with the security and alarm system.

The Cobra security and alarm system is basically a four component installation consisting of an immobilizer and microwave sensor located behind the seats, an alarm module buried

deep alongside the passenger-side airbag and the siren which resides in the forward crash box. Interestingly, Lotus only used the Cobra system for three years, opting in 2008 to switch to the PFK system. Could they have seen the handwriting on the wall?

It was clearly time to do something proactive before dreaded "fob failure" struck us both. Mike was the first to decommission his alarm and security system. Borrowing upon his success; Jim soon followed by disarming his. The instructions were very straight forward on the web site and the only deviation Jim encountered was, apparently, a variation in how his sill cover and a console cover were assembled at the factory. Otherwise, everything turned out the same and success was ours.

However, it does pay to have small hands and to protect yourself against sharp aluminum bits lest you add the color blood red to your interior decor. Exposed aluminum in the cockpit is reasonably well finished but Lotus didn't waste any extra effort trimming raw edges where they don't show. This stuff is sharp and it cuts so protect yourself as advised in the article and be careful where you thrust your hand!

### OIL COOLERS

Oil coolers have been the add-on for serious sports car lovers for decades. It seemed to be that cooler oil was believed to be better than hot oil in terms of lubrication and durability. However, there is now much conjec-





ture in Elise-land over the problem of cold oil and activation of the “second cam” on the Elise. One of the more popular theories for scoring of the cam in an Elise comes from the belief that running up the RPM to engage the “second cam” with too cold of oil contributes to this scoring. Could it be that cold synthetic oil is not the lubricator we thought it was? Neither of us have a PHD in anything so we will not attempt to theorize the reasons for this. Suffice to say that Lotus may have dropped a hint that they had over-killed the oil cooler solution when they stopped adding the second cooler to the Elise in late-2005. Jim’s car is an earlier Elise fitted with twin oil coolers. Mike’s is a bit later in production and has only one factory-fitted oil cooler. Clearly, Lotus was second guessing themselves by the time Mike’s was built. Another difference is that neither Mike’s nor Jim’s Elise sees any track-day time. For us they are strictly road cars. The same engine in the everyday Toyota Celica GT utilized nothing remotely akin to the oil cooling capability that Lotus provided in the Elise. Instances of cam scoring in Celica GTs is virtually nil. That should tell us something for our road Elises. We are both of the opinion that we were over-cooled in the Elise based upon how we use our cars.

In both our unscientific opinion, the function of the sandwich plate (added by Lotus to permit the routing of lines to oil coolers) is a major contributor to the over-cooling problem. The sandwich plate is basically just that – a thick hollow aluminum sandwich in between the engine block (where the filter would normally fit) and the oil filter itself. The sandwich plate has an outlet to send engine oil to the oil cooler circuit and an inlet to receive oil back from the oil coolers. The other component in the sandwich plate is a thermostatic valve that opens when the oil reaches a prescribed temperature to allow full circulation of oil through the cooler circuit. One would think that the purpose of the thermostatic valve in the sandwich plate would be to keep oil circulation confined to the short cut route back through the filter until the oil reached optimal operating temperature, then opening to engage the circuit through the oil coolers. However, that is not quite the actual operation of the sandwich plate. The thermostat valve NEVER completely disengages the oil cooler circuit. Some cold oil always flows through the oil coolers and, thus, the oil takes FOREVER to reach an operating temperature where the cooler circuit is then fully engaged by the thermostat. If you want to know more about the Mocal sandwich plate operation, an excellent video can be found at this web site: <https://www.youtube.com/watch?v=l6Z2q-ttyOA>. The problem, as we see it, is that owners are seldom patient enough to wait for the oil to reach operating temperature before giving into temptation to rev up the engine to the point of engaging the “second cam.” Thus, high RPMs are engaged when the oil is still too cool. Cam damage (scoring) ensues, or so goes the theory.

Once again, Mike led the way by diving into the oil cooler plumbing. The process was pretty straight forward with the removal of the sandwich plate and the purchase of a stock Toyota oil filter union (Part# 90904-04002). A common problem for both Jim and Mike concerned the adapter that is threaded into the engine block to ac-

cept the sandwich plate threaded fastener and oil filter nipple. Mike used a master cheater bar to break it loose. Jim used an impact wrench. Both were successful; neither solution was perfect. Once cooler lines were disconnected, the plate and its adapter removed, the IN and OUT oil lines were threaded together using one of the couplers from the plate. The newly sealed system was then tied off to the side while testing could determine if full removal would be necessary or not. In order to provide for monitoring of the oil temperature, the sump was removed and a bung was brazed in for a temperature sender. A small bracket was made to install in front of the OBD Plug in the interior for gauge mounting (there are two screws in a handy position down there to support the bracket saving the need to drill any holes). Once the minimal wiring was run, the installation was complete. It was finally time for a little real-world testing!

As a reference; the target temperatures Mike would like to see for full-synthetic engine oils are between 220°F and 260°F, with 180°F as a minimum for engaging the variable cam timing system. He found that with typical street driving when the ambient air temperatures were below 50°F the oil temperature leveled off at only 180°F and didn’t climb appreciably on the highway. It would take about twelve minutes to reach these temperatures and would hold steady at this point for the duration of the drive. When the summer arrived and ambient air temperatures climbed into the 70’s and 80’s, the oil temperature would hit and hold steady near 220°F in street use and on the highway climb slightly to 230°F. This has been the highest temperature Mike has been able to achieve but he thinks that with extended highway use on the warmer days he could / would expect the oil temperature to creep up slightly, but certainly not to the 260°F maximum window.

Both of us were very surprised by how low the oil temperature was, even without the oil cooler(s) functioning. This gives further support to our belief that the oil in an Elise with functional coolers almost never gets warm enough to suit the second cam operation.

Mike has not yet been able to test the car in an aggressive manner on the street for an extended period but has found that even shorter hard pulls can register a change on the gauge, even if only slightly. A long hard run at a location like The Tail of the Dragon with many low speed/high engine load turns, would certainly raise the temperatures to at least the target zone – that they could go beyond and require the need for an external cooler are yet to be confirmed though. So far though; it appears that the car is quite safe to drive on the street in all but extreme conditions without an external oil cooling device. On a side note; the water temperatures before the change and after have held steady at an average of 194°F.

Jim was surprised to find that, without his twin oil coolers, his engine coolant operating temperature has risen, from an indicated 187 degrees before the cooler bypass, by only 2 to 4 degrees, depending upon operating conditions (load and RPM). That Mike’s engine coolant temperatures are slightly higher may also be an indication that not all Elise digital gauges read the same.

Jim’s plan, now that the Elise functions perfectly well without operational oil coolers, is to remove them over the winter. He will leave the oil cooler lines intact in the car, capping them after draining, and abandoning them in-place. Some future owner may wish to take things back to factory original. With the coolers removed, the wheel-well area and the front disc brakes may receive a bit more cooling air, although not really necessary either on a road-only Elise.

#### FINALLY

This has been the condensed version of how we each spent the winter making some changes and, hopefully, improvements to our Lotus Elises. We have spared you the gnashing of teeth, cursing, and late-night emails. The wrenches are back in the toolbox where they belong now that the driving season is here. More time behind the wheel should provide additional confirmation of our decision to remove the security and alarm system and bypass the oil cooler(s). See you on the road this summer!



# magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

As mentioned last month, the February Classic Cars has a feature article about the Esprit and has five of them on the cover. These are the five Esprit models that they suggest are currently reasonably or bargain priced. First up is a 1987 Esprit S3, a Giugiaro bodied car. If you're looking for one, expect to pay between \$15,000-\$35,000 (UK prices). Check the maintenance records, particularly when the cam-belt was last changed. Radiators are usually good for 7-10 years. If you're looking for a flashier Esprit, perhaps you'd like a GT3. This 1993 car has the body first updated by Peter Stevens and then reworked by Julian Thompson. It's the last of the 4-cylinder Esprits, turbocharged and putting out 240bhp and a 160mph top speed. Exhaust manifolds tend to crack and if the radiators, oil coolers or a few other parts corrode, expect to replace all of these parts, with an accompanying big bill of around \$3,200. A tired one will run you \$25,000 and the best sell for \$45,000. The Turbo Esprit S3 was a game changer. With little or no turbo lag, the car was very predictable. It has a top speed of 150mph and a 0-60 time of 5.6 seconds. Maintenance is similar to the normally aspirated S3 but the clutch can be quirky. Top cars will cost up to \$65,000, average ones \$45,000 and rougher ones \$20,000-\$26,000. Next up is a 1998 V8 GT. The GT is lighter than the standard V8. Check the turbos pipework. Replacing one, with the attendant problems, and because of other issues likely to be found, can lead to a \$6,500-\$13,000 repair bill. The gearbox is the car's weakness and it can't handle more than stock power. Want one? Be ready to spend about \$60,000 for a good one, \$26,000 for one needing work and \$75,000+ for a top car. If you want the limited production Sport 350 version you'll pay \$105,000 for a top car. The last of the five is a 1989 X180 Turbo. The body was built using the then new VARI process, providing a stiffer body. The cabin is slightly larger and quieter. Beware of an X180 that hasn't been well maintained. Look for lift damage and poor quality accident repair. The fuel tanks tend to rust. Poor quality cars start at around \$13,000. Better ones sell for \$28,000 and top quality one for \$34,000. Add another \$5,500 for an SE version. Five distinct Esprits; which one is your choice? (11 pages).

Also in this Classic Cars is a 5-page interview with former Lotus CEO Mike Kimberley about the Esprit. He discusses the development of the Esprit and sending a



stretched Europa chassis to Giugiaro to use for his Esprit design. The show car was first displayed at the 1972 Turin Motor Show. After the show several Lotus engineers, as well as Oliver Winterbottom on a team of designers, went to Italy to work with Giugiaro to develop the car for production. Their work had to be further developed, for example to deal with the VARI processes' need to split the body. The windscreen's rake caused problems. The Turbo Esprit was the first major change in the Esprit's evolution and Kimberley finally was able to persuade Colin Chapman to change to a twin wishbone rear suspension. The next significant change was Peter Steven's body restyle. Kimberley tells of Lotus' efforts to get the Esprit in the Bond movies as well as in *Pretty Woman* and *Basic Instinct*. He tells of his disappointment of not producing an Esprit with a V10.

The February/March issue of *Absolute Lotus* is available. The main cover photo is an Esprit V8 and there's 7-page article about an owner's experience with a well-worn purchase and his restoration of the car. Other feature articles include taking an Elan S4 FHC for a drive, a pair of Talbot Sunbeam Lotus (one of which has been built for rallying), a look at the

all-conquering Lotus 72, looking at the Elise's cousin – the Vauxhall VX220, an interview with Jim Clark's patron Ian Scott-Watson (a LOG 14 guest), an Exige S2 buyer's guide, as well as the usual columns including From The Archives, Running Reports, Scale Models, Products and more.

Two brief items in the 9 January 2020 *Autosport*. An ex-works Lotus Type 22 Formula Junior car will race again after being in storage for 57 years. The car, chassis 22/J/3 was mainly driven by Bob Anderson during the 1962 season. His best results were a pair of third place finishes at Monaco and Goodwood. This is the car that Peter Arundell drove at Monza to settle a bet with German automotive journalist Richard von Frankenberg, who claimed that it ran with an oversized engine. Arundell set a new lap record, the engine was torn down and measured and found to be legal. The second item is a 2-page photospread of the UDT Laystall Racing Lotus Type 24s, driven by Masten Gregory and Innes Ireland, at the start of the 1962 Italian GP at Monza.

The February *CAR* looks at 70 years of Formula 1 and picks a car it feels defined the decade it raced. The Lotus 25, Jim Clark's title winning car that debuted at the 1962 Dutch GP, is the pick for the 1960s. This monocoque chassis car sprung from a sketch by Lotus' purchasing director John Standen. The Type 25 was lighter than the similar space framed Lotus 24 but was much stiffer. This allowed Chapman to soften the car's suspension, improving grip in the corners. The car won the 1963 championship and the revised version, the Type 33, won the 1965 title. Not mentioned in the article, but the Lotus 49 further revolutionized F1 cars later in the 1960s. (2 pages).

Also in the February *CAR* is an 8-page interview with designer Gordon Murray. Murray is probably best known as the designer of the McLaren F1. The first car he designed was a race car that looks like a Seven but was lighter and stiffer, the T.1. Murray owns a number of Lotus: a Europa TC, a 1961 Seven S2, a 1960 Elite S2, 2 Elans and an Eleven. According to Murray, the Evora was the best ride and handling compromise car he drove prior to the Alpine A110. He discusses his current project – the T.50 supercar, to be powered by a new Cosworth naturally aspirated V12 engine, the lightest V12 ever built. There are two photos that include his Europa TC, as well as one of one of his Elans.

The February issue of *EVO* has a 1-page article about the Caterham C120 – the car that never was. When Tony Fernandes owned Lotus Racing/Team Lotus/Caterham F1, he wanted to expand Caterham's offering. He



entered into a deal with Renault to produce a sports car, which would also be branded as the Alpine A110. Caterham was to pay for half of the development costs and had a half say in all decisions. This was to be the start of a line of Caterhams, from Renault's various cars. The body was to be made from aluminum, unlike the Alpine, and would be different from that of the Alpine. Unfortunately, in 2014, when Caterham had to put up 75 million pounds, it couldn't raise the funds and dropped out of the project. The Alpine is in great demand and Gordon Murray thinks it is the best ride and handling compromise car he's ever driven.

See the February Motor Sport for a 6-page article about the Lotus 78 by Doug Nye. Colin Chapman and Team Lotus weren't competitive in mid-1970. The all-conquering Lotus 72 had been fully developed and they were losing. In August 1975 Chapman presented Tony Rudd, the Team's engineering director, with a 27-page concept document setting out his ideas for a "wing car". Rudd said "...not only did he suggest the way to go, but he also listed all the things he didn't know, ...". Included in Rudd's team were Ralph Bellamy, ex-Brabham, and Peter Wright, ex-BRM. Rudd, along with Wright, had experimented with the wing concept at BRM in 1969. While the F1 teams had experimented with the effects of airflow around the sides of the car and over the top, managing the flow beneath the car was unusual. Wright used a moving belt floor to test the air flow. Rudd recalled some of his aero-engine development work at Rolls-Royce and began experimenting with the car's sidepods to develop downforce. This development work helped pinpoint the deficiencies of the then current Lotus Type 77. The big problem in adapting the wing concept to the race car was keeping the air under constant control. They tried brushes, then solid hinged skirts and finally sliding skirts. Experience with the adjustable Lotus 77 taught Chapman that only a few things mattered: the car's length, the car's width and the car's weight distribution. After many experiments they found that increasing the car's front track was key. Extending it close to the maximum allowed gave the car the most front grip the driver's ever experienced. That allowed the use of near zero slip differentials to limit wheel spin. Mario Andretti requested that they use a USAC style driver adjustable rear anti-roll bar and driver adjustable fuel use system that allowed to choose which of the three fuel cells were providing fuel, further tuning the car's weight balance. Engine and mechanical failures prevented Andretti and the Type 78 from winning the 1977 F1 championship, although he won 4 races and teammate Gunnar Nilsson

won a fifth race. Then came 1978; Lotus started the season with the Type 77. Andretti and new teammate Ronnie Peterson won in Argentina and South Africa, respectively. The Lotus 79 was introduced and they won 7 races, with Andretti clinching the championship at Monza. Unfortunately, Peterson was killed at Monza, driving the older 78. For Chapman and Lotus, the 79 marked another F1 design milestone.

Steve Cropley, Autocar's editor in chief recently visited Lotus. It has been 40 years since Cropley's first visit to Hethel. There have been lots of changes to the headquarters the past few years, with lots more ongoing. The headquarters building has been expanded but Colin Chapman's office and the boardroom have been conserved. A never completed building, "the Skeleton" is being completed. Lotus chief Phil Popham invited Cropley to join a company "town hall", attended by 350 Lotus employees and tell a bit about his 40-year Lotus experience. The noise and vibration testbed Evija, one of four fully fledged Evijas, was on display. Autocar January 29, 2020 (1 page).

Two not very much appreciated British cars are compared in the March Classic & Sports Car (6 pages) – the later Lotus Elite and the Jaguar XJ-S. Both were major departures from each marques' other cars. Both are 4-seat GT cars, reflecting then current styling trends. While the Elite was a thrifty touring car, at a time of steeply rising fuel costs, the XJ-S wasn't as its V12 delivered around 13mpg. The XJ-S was expensive, compared to the competition. The Elite, designed by Oliver Winterbottom, incorporated the "in" wedge styling. It was built on the usual Lotus backbone chassis and was powered by Lotus' new Type 907 engine. The body was formed, in two parts, using Lotus' new VARI technology. The Elite debuted in three possible levels and a fourth, an automatic transmission version was offered in 1976. Lotus didn't sell many Elites and was replaced by the Excel in 1982, having built only 2,500 of them. The car in this comparison is a later car, with the 2.2 Type 912 engine and Getrag 5-speed gearbox, formerly owned by Lotus CEO Mike Kimberley. While the sheer V12 power of the Jaguar makes it faster in a straight line, the usual Lotus traits of great handling and low weight allow the Elite to pull away on winding roads. The author's pick is the XJ-S, a car he described as being "so much better than it needed to be". He describes the Elite "as being never quite enough."

The November/December issue of Hagerty (the magazine published by the car insurer and a LOG sponsor) has a 2-page article about the Evora GT. Lots of good things are happening at Lotus with the infusion of capital by Geely. This Evora shows signs of the changes. While not a new model, there are significant changes to this Evora for the author to say that it "is what the new Acura NSX should have been, a luxurious but still sub-\$100,000 corner slasher with a 3200lb weight that only requires 416 horsepower to be riotously entertaining)".

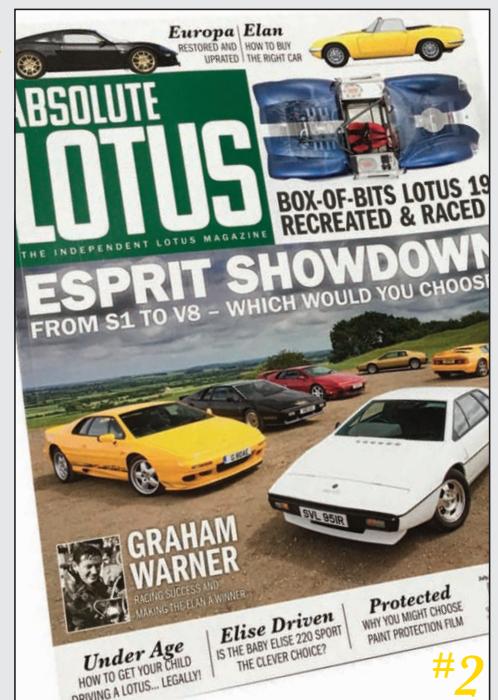
The January/February issue contains an article about Coventry Climax engines (6-pages). These engines powered many a Lotus to F1 and sports car victories as well as being used in the Type 14 Elite and some early Sevens. In 1951 Coventry Climax began designing a fire pump in response to a government request for bids. Their pump, using a 4-cylinder 1020cc engine, exceeded the proposal's specifications. The engine was coded FW – feather weight. With an aluminum head and block and many other aluminum parts, it was indeed lightweight – weighing only 180lb. It used a single overhead cam. Another requirement was that it start and run at full power with no warm up. They won the contract, producing 15,000 of the fire pumps. They displayed the engine at the 1953 Earls Court Motor Show and Colin Chapman saw it. The first racing engine they produced was the FWA (A for automotive), an 1100cc engine. Lotus used the engine in their 1955 Le Mans Lotus Eleven but dnf'ed. Chapman came back to Le Mans in 1956 and the Eleven finished seventh. In 1956 Climax produced a larger version, the FWB (Brawny). This was a 1460cc engine to be used in the new 1500cc F2 series. Chapman commissioned them to build a smaller, 744cc engine to run at Le Mans – the FWC. The engine powered Cliff Allison and Keith Hall to a 14th place finish, as well as winning the Index of Performance, at the 1957 Le Mans.

Road & Track embarks on building a Caterham. Rocky Mountain Caterham offered RT a kit to build and keep for a 6,000-mile test. The car is a 310R – a 152bhp track oriented model, powered by a 1.6-litre Ford Sigma engine with a Miata limited slip diff and a BMW 1 series, 5-speed gearbox. This Seven has a near 130mph top speed and a 0-60 of 4.9 seconds. Josh Robins of Rocky Mountain told R&T to expect to spend 80-100 hours building the car. Future issues of R&T will continue the story. February issue (3 pages).



# magazine watch

## From The Archives



more animated than you can possibly imagine. The first issue is, I hope, a good shop window for our future direction."

With issue #10 (Feb/Mar 2020) about to hit the shelf in retail outlets Absolute Lotus goes from strength to strength and is already well past that initial survival period we all worry about with any new publication. The articles and images continue to maintain the high standards that the first couple of issues set and Absolute Lotus has become part of the rich history of the marque.

As well as being available in print, each issue is of course available 'on-line' and the subscription options offer three choices, print, on-line and a combo deal which, in my opinion, for US readers is a reasonable £60.00.

Lotus, Ltd. member Glen Shostak is a subscriber and told us, "I have both digital and print. Personally I prefer to read magazines with the document in my hand, but I travel a lot and having the digital edition allows me to finish reading the latest issue or easily refer back to an article in a previous issue.

The magazine is very diverse regarding Lotus related content. It mixes historical road car and race car along with current insights and information. It's not a technical magazine (how to rebuild Weber carbs).

Well written, lots of photos, always has interesting articles that are worth reading. They are very interested in hearing from readers who own Lotus cars, so if you have some good photos and are articulate in your writing style, this is your opportunity for 15 minutes of fame (I have been published twice so far).

Yes, it's a bit expensive but there are no other Lotus magazines on the market. So from my perspective it's priceless.

Initially set for launch in March of 2018, the first issue of 'Absolute Lotus' (May/June) hit the newstands in the UK sometime in April. As the name suggests, the new bi-monthly magazine was aimed squarely at owners and enthusiasts of one of the most enduringly popular sports car marques of all time, Lotus. With more than 100 separate models to choose from and umpteen variations on similar themes to draw upon, and a competition pedigree that encompasses 79 Grands Prix wins, there was no shortage of topics to write about. Absolute Lotus aimed to share the passion this unique marque generates, with each issue covering new cars, historic cars, motorsport and Lotus people.

Absolute Lotus intended to weave together the past, present and future of Lotus. The first edition (see above) led with an Evora twin test, huge Elise S1 group test, memories of Jim Clark from those who knew him and an interview with '70s wedge designer Oliver Winterbottom. There was also a guest column from Derek Bell, the most immaculate Esprit S4S you'll ever see, an Excel buyers' guide.

Adam Wilkins, director of Performance Publishing, said, "A magazine dedicated to Lotus was the ideal addition to our portfolio. I'm a huge fan of the cars, and we have come up with so many exciting feature ideas that we can't wait to get stuck into it."

Ian Stent, editor of Absolute Lotus who is working closely with editorial consultant Richard Heseltine who brings a wealth of knowledge to the title and will help to ensure that each issue contains new information for even the most die-hard Lotus fan said, "Deciding what does and doesn't go into Absolute Lotus has been a subject that has got the editorial team



# LOTUS

*re*Marque

# Exclusive:

Evija at Amelia Island 25th Annual  
Concours - March 8, 2020  
Images © Cora Gregorie







## *Leading the Lotus Life!*

by Brian Vaccaro

Images © Tony Vaccaro

**Everyone lives the Lotus life a different way. After being an active part of the Lotus, Ltd. community for the past 15 years, I've met a lot of Lotus fanatics.**

Each one found their love for the marque in their own unique way. Many found their love watching a childhood TV show (just ask my father Tony about the Avengers!), others saw one around their neighborhood, some saw the Lotus F1 team, and one even saw it at a display in an airport. My story, just like everyone else's, is unique.

Waking up on a Sunday morning when I was a kid held a consistent routine. My first time waking up was from the hum (although I could have sworn it was a racket) of a Caterham 7 crossflow. My second time waking up was to attend church with my brother and mother. We'd return from church and my dad would show up later. If it was during the fall, he might return one day with pumpkins strapped into the passenger seat ready for my brother and I to carve. This was a daily occurrence and we'd never really understand where he'd go off to each week.

Over the years, we gained glimpses into the life that my dad lived. Sure, there were obvious signs: the garage full of (sometimes running) Lotus cars and a basement full of LOG panoramic pictures (thanks to Doug) and picture collages. There were also subtle hints; like my dad's long phone calls with other Lotus owners, the awe of my friends over the cars in the garage (cars I thought were merely blocking the toys we tried to retrieve), or the Lotus friends that would periodically come over to the house. However, as a kid to a dad who lived and breathed Lotus, all of this happened in the background of my life.

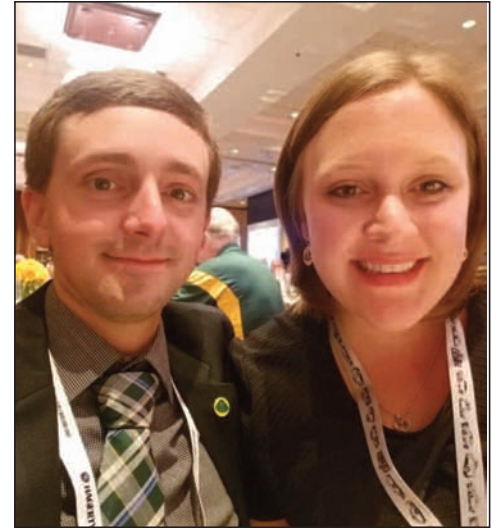
As I grew older, I started to join in on my dad's Lotus adventures. It started with the occasional jaunt to a breakfast joint, which demystified where my dad went every

Sunday morning, and going to my first LOG at Grand Island, NY. I can still remember walking into the lobby and seeing the two Esprits back-to-back, as Lyn Wechsler's S1 and Joe Magee's V8 bookended the production run of that model. Milling about at the Lotus Owners of New York holiday and summer parties with other kids, who I'm sure were equally non-plussed with their parent's infatuation with Lotus.

I'd travel to car shows with my dad, walking aimlessly around the rows of antique cars. People would ask which one was mine, and the response of Lotus would always follow with wonder and amazement by the other individual. I didn't know how to respond, to me, they were just a Lotus. I've seen one every day of my life! Even funnier, I'd be at car shows and numerous people would ask where my dad was so they could see him (ask my dad about Dan Gurney sometime!). I'd be further confused why so many people were looking for him. I'd invariably point towards the row of Lotus cars, as he rarely wandered away once the bonnet was off his Caterham, while he entertained countless conversations from friends and strangers, alike.

This is where I laugh when I look back at my childhood. I had many friends, some of which are now Lotus owners themselves now, that gawked over the cars





my dad owned. Cars that I barely gave a second glimpse to. My friends would tell me, at school, how lucky I must be to see these cars each day. However, the numbing continual exposure throughout my entire life to Lotus cars didn't strike me as lucky.

It eventually happened. As some would say, I saw the light (in all its British racing green and yellow glory). In this case, it was accompanied by the hum of crossflows, twin cam's, and a Toyota 2ZZ engine. I first saw Dave Redden's chrome orange Elise, and it instantly drew me in. The cars began infiltrating our club's roster of Esprit's, Elan's, Seven's, and Europa's, and it wasn't long before one made its way into our garage. I still remember going with my dad to pick up our ardent red Elise from Auto Europe in Michigan, the car peeking out from within the aluminum trailer. The Elise was a car that spoke to me, and for the first time, it made me truly want to be a Lotus Owner in my own right. Not out of inheritance, but out of my own excitement and passion for the brand. A life of being surrounded by Lotus cars fostered a slow simmering fire that erupted into a full-blown love affair because of the Elise. It's hard to ignore that this coincided quite nicely with my 16th birthday.

Thirteen LOG's later, and here I am. I'm proud to represent our club as the Vice President, and equally proud of the work my dad, Tony Vaccaro, has accomplished throughout his life. Growing up a life surrounded by Lotus didn't deliver me to an eventuality of loving the marque, although it is sometimes hard to differentiate how I'd feel otherwise. How much of my appre-

ciation for these cars came directly from my dad, versus gained through appreciation on it's own? In the end, the argument is moot. However, I'll never forget the mental image of seeing that Elise on the trailer as we picked it up from the dealer, or those Esprits in the lobby of LOG23.

If you see me around a future LOG, and I'm sure you will, stop by and say hi. I'd love to hear how this marque captured your heart and passion.

**Drive Passionately**  
**Live Life To The Fullest**  
**Live The Lotus Life**



# club CLASSIFIED

## CARS FOR SALE

### Rare 1992 Lotus Esprit High wing

I purchased this 92 SE High wing at the inaugural Barrett-Jackson in Connecticut. Although the car ran excellent, it had over 65k on the odometer. Obviously someone loved to drive this car! After my purchase I decided to bring it back to its original grandeur.

I had what I would describe as a frame on Restoration done. Complete engine rebuild with all essentials gone through from Rebuilding the turbo, Charge-cooler to the Alt, water pump, fuel pumps, oil pumps, seats and console re-upholstered add new carpet, stereo, speakers, tires. The list goes on and on. I have spent more than the value of this car, but I felt it was worth it! I am asking \$49,000 or BO. This car will be sold as I recently purchased another and I would like to stay married. I have many pictures and would love to talk. Chris 617-462-7179 Chris@Puritanpartners.com

### 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. VIN: SCCLHHAC3BHA12629 Contact: Martin Lajczok (rocketmanlmt@gmail.com)

### 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 \$30,000 (and recently refreshed). The full build cost upward of \$75,000, seriously! asking \$55,000. Contact 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 car-

tridge 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 like in North America. 26R fenders. But let me stress this is not real 26R bodywork. Car is in Buffalo NY. Pictures available on request \$35,000 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 into it for Doc. 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 located in Florida, east coast and has 131K miles on it. The new rebuilt motor was installed at 117K miles. Timing belts replaced at the same time. It appears from the paperwork that 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 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 original 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

**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 Tel: 716-861-1412

**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 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.

**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

**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



# CARS FOR SALE

or 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

**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, removeable 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

## 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.

# PARTS FOR SALE

## Europa TC Parts

Ex Dan Miller TC Europa body shell (fairly complete), chassis, Extra body parts and two sets of alloy wheels. Call Ted:419-384-3022

## 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

## 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

# WANTED

## Wanted: Panasport Wheels

Panasport Classic Alloy street wheels 13" x 5 1/2 or 6", 4 x95.25mm. bolt pattern . Please contact: Steve at svlasses@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 1966 Elan S3

Any condition. Please contact William on willtaylorphoto@aol.com

## 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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