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May-June 2020, Volume 48, No.2, \$7.50

The Official Publication of Lotus, Ltd.



LOTUS NORTH JERSEY



326 MORRIS AVENUE, SUMMIT, NJ 07901

908.468.2070

LOTUS *re*MARQUE

Produced by: Coterie Press Ltd. 303 933 2526
5 White Birch, Littleton, Colorado 80127, USA

Direct questions or submissions to: coterieltd@aol.com



CONTRIBUTORS:

WILLIAM TAYLOR - editor-in-chief
DAVID NAGLER, REED FIGLEY - assistant editors
VIOLET CRUZ - designer
FOSTER COOPERSTEIN - magazine watch
BRIAN VACCARO - leading the lotus life
RICH SHEA - log40
ROSS ROBBINS - the cats in the cradle
WILLIAM TAYLOR - type 73

LOTUS, LTD. BOARD OF DIRECTORS:

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ED REAGAN: director at-large
(860) 824-4824
DOMINICK MUNOFO: senior adviser
(581) 486-7951
DAVID NAGLER: insurance & track event instruction adviser
(845) 469-6001

FOR TECHNICAL ADVICE, CONTACT YOUR TECH REP:

DAN CURCIO - federal elise S2 - (262) 554-4921
JIM SCHERER - europa S1 - (908) 479-6074
BOB MURRAY - europa S2 - (804) 227-3363
LLOYD CAYES - europa TC - (919) 556-7793
MIKE OSTROV - elite (early) - (510) 232-7764
ATWELL HAINES - esprit - (862) 812-4925
GARY DAVID - cortina, scale models - (330) 467-1074
MIKE PEITSCH - twin cam shim exchange - (920) 733-2118

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For questions regarding your membership
or club matters please send an email to:
info@lotusltd.com

LOTUS *re*MARQUE is published bi-monthly by Lotus, Ltd.

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May-June 2020: Volume 48, No.2

Lotus, Ltd. e-mail: info@lotusltd.com • Website: www.lotusltd.com



Rich Shea



Foster Cooperstein



Tony Vaccaro



William Taylor

PRESIDENT

These are times like no other. I know many Lotus owners have taken to driving their cars by themselves as a respite from the quarantine. This is allowed and encouraged in my area. If we cannot meet up, we may as well clean them up. When life gives us quarantine, we polish and clean our cars. I hope all Lotus, Ltd. members are safe at home waiting this situation out. Please stay safe during this crazy time and give your Lotus some tender loving care.

Plans are well underway for the 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 for all of us and we are all looking forward to making the trip out to Salt Lake City. Make your reservations and plans now for attending this year's LOG. We are looking forward to continuing to provide updates on all of ULOCO's plans. Information will be forthcoming and will be on the Lotus, Ltd. website and of course here in Lotus *re*Marque.

Lotus, Ltd. will not be holding any car control clinics at Lime Rock Park this year. It was a great event the last two years, but unfortunately we have had to cancel for this year due to the ongoing COVID-19 issues. We're looking forward to holding these events in the future and we're looking forward to having you attend at that time.

As we are all stuck at home this is the perfect time to ask all members to look through their pictures for the new Lotus, Ltd. calendar. If you always wanted your car to be on a calendar, this is the time and the place. Again, information on calendar submission is in this issue of *re*Marque (page 9) and on the Lotus, Ltd. website.

Normally, by this time of the year, my local club, the LOONYs, have already had their first club breakfast. As I now look in my garage, I still see the Lotus cars just hibernating, waiting to be uncovered and brought to life. I received an email the other day from a fellow LOONY who had taken his Elise out for a solo drive. He remarked about the visceral feeling the car gave him, as he enjoyed the sound of the motor and the exhaust. He was enjoying the assaults on his senses that only a Lotus can provide. He reminded me that I should go out and turn the key on my Elan just listen to hear the motor crank. To hear the excitement of the sound and the exhaust. I think I'll go and take his advice now.

Tony Vaccaro
President, Lotus, Ltd.

LOTUS *re*MARQUE

Cover Image: Full scale production of the Evija is getting nearer. Image © Lotus Cars Plc

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 [LOC0] - 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,
Mt. Vernon, IA, (319) 329-7110, madoubet@msn.com

KANSAS

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

LOUISIANA

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

WASHINGTON, DC and MARYLAND

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

MASSACHUSETTS

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

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

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, rwiggins951@gmail.com

PENNSYLVANIA

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

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

TENNESSEE

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

TEXAS

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

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

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

UTAH

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

VIRGINIA

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

LOTUS LTD.

ReMARQUE - Correction

The last issue of ReMarque (Vol.48, No.1) had an unfortunate error in the feature story on the Lotus Type 73 Formula three cars. As was pointed out by a couple of eagle-eyed readers, the main title box on page 18, the small title at the top of page 19 and the main title on page 20 all had "Type 74 Formula 3" written instead of 'Type 73'. I can only apologise for any confusion!!!

In my defence, the Lotus Type numbers at this particular period are somewhat confusing as they coincide with the years..... and as well as that, several of the street cars and race cars had the same numbers. For example: The Type 72 F1 car was launched in 1970 and continued to race in 1971 and 1972 when it was called the 72D and in fact 1973 and 1974. The Europa Special Type 74 was launched in 1972, but the 1973 F2 car was also a Type 74. The 1972 F3 car was a Type 73. The Type 75 Elite was launched in 1974, as was the Type 76 F1 car, which had the same Type number of 76 as the 1975 Eclat. The 1976 Type 77 F1 cars was the only vehicle that had that Type number, but the 1976 Esprit S1 was a Type 79, the same Type as the 1978 F1 car. Simple!!!



Lotus club PIT STOPS

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

Amalgamated Lotus Owners of Kansas City

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

Lotus Owners South Texas (LOST)

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

North Texas Lotus Club (NTLC)

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

Alabama Lotus Car Club (ALCC)

Meeting locations change from month to month, so please contact John Higgins, Tel: (205) 936-9997. e-mail: johnhiggins3@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. For details on other LOCO events go to their website at 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 or 678-451-9948, VP Ben Lower on bnlower@hotmail.com or 469-831-1021, the secretary Austin Lewis at Austjamlew@gmail.com or 804-687-8192, and Activity Director Greg Laird on 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.

Lotus In Pittsburgh (LiP)

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. www.lotuspittsburgh.webs.com. e-mail - lotuspittsburgh@comcast.net. Notification of meetings and gatherings to follow. Watch for updates on Facebook Group and website.

St. Louis Area Lotus Lovers (STALLS)

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

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 for updated information. You can also contact Tony Vaccaro at 716-861-1412 or email Tony at 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 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.

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

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



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Letters to the Editor

Letters, e-mails, news will be published at the editors discretion and may be edited. They are solely the opinion of the member and not the editor or club. Please send any material (and pictures) to William Taylor at Coterie Press E-mail on coterietd@aol.com

Hello William:

Imagine my surprise as I started to scan quickly through the current Lotus, Ltd., LOTUS reMARQUE magazine and on page 7, I noticed a couple of pictures of a white 1970s Lotus Elite just like mine... wait a minute, it is mine!!

So, right there on page 7 was the e-mail message that I'd sent you regarding your loan of your gorgeous little 1959 Lotus Elite to a couple of friends of yours for their use in the 2019 Colorado Grand... which I thought was very generous of you.

It was fun to see my e-mail and the pictures I sent you of my 1976 Lotus Elite in the current LOTUS reMARQUE. Thanks!

Dear William,

While reading through a letter from Thomas Meacham in the 'Letters to the Editor' section of the March/April edition of reMARQUE, I was pleased to see his reference to our Lotus Club of Canada's Editor, Michael Eddenden. We are extremely fortunate to have Michael putting together our "Lotus Letter" and benefit from his superb sense of humour, artistry and writing skills. I have attached a photo of my copy of his book, "Why Build a Seven", which I have here in my collection along with other books on the marque.

I have copied Michael in this email so you can get in touch with him directly, I am not sure on the status of his book or if he has any copies left. I will let him respond directly to you. It is a fantastic read filled with Michael's own illustrations.

By the way, I have been a Lotus, Ltd. member for approximately forty years and attended my first LOG, (#4), in the Pocono mountains, driving my 1972 Lotus Europa Twin Cam from just outside of Toronto. My wife Elaine and I drove our Elise to Sturbridge last summer and made our way back home through Massachusetts, New Hampshire, Vermont and upper New York state...it was a great trip!

LOG 40 in Utah might be a bit too far for two people in an Elise.....what an excuse for an Evora!

Keep up the excellent work, thanks again for your passion!

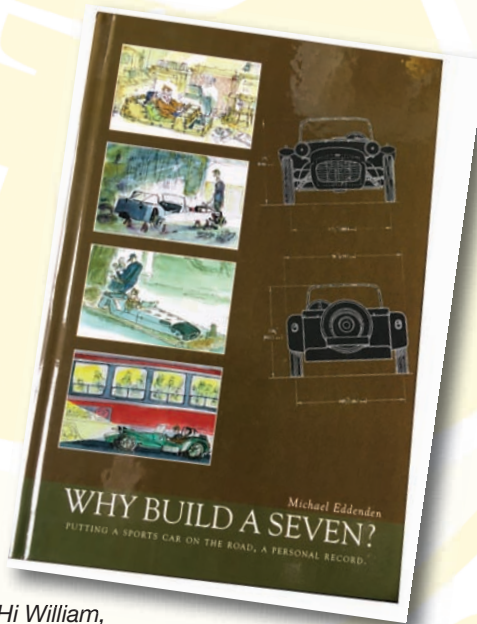
Best wishes,
Robert Cattle, Alaska

I've already told members of the Evergreen Lotus Car Club (ELCC) about this situation and a few of them have already said they thought it was pretty neat.

Thanks again!

Doug Jackson, Immediate-past Chairman and current Treasurer of the ELCC

PS: You might be interested to know that (amid the current COVID-19/Coronavirus pandemic), for the first time in 32 years, the Western Washington All British Field Meet car show may need to be canceled... the five "Controlling" British Car Clubs who have equity in the event will be making a decision about this toward the end of this month.



Hi William,

On reading Tom Meacham's letter in the 2020 Mar-April "reMARQUE", I forwarded a copy of it to Michael Eddenden, the author of the "Why build a Seven" book.

Michael indicates that his book is still available in both paperback and hardback. through Amazon.com, and Lulu.com.

BTW, Michael is based in Toronto, Ontario, Canada. He is Editor of Lotus Club Canada's widely acclaimed newsletter, and is a very talented writer.

Cheers,
Iain Thomson.

William,

Thanks for doing such a great job on the reMARQUE. Glad you could carry on from Mark Winston's early work.

I just wanted to point out an error in Foster Coopersteins report on the Hagerty's article on the Coventry Climax FWA. Not sure if the error came from Hagerty or Foster. It states that the FWA powered the Lotus Eleven at LeMans in 1955. The Eleven came out in 1956 and it was a Mark IX that raced in the 1955 LeMans. This car was driven by Colin Chapman and Ron Flockhart. Colin was leading his class when he went off track. He was then disqualified when he returned to the track without waiting for the officials to direct him.

Hope this isn't too esoteric. Have a good day and thanks again for all your work.

Kind regards
Kevin McGovern

Hi William,

I am part of a group of Lotus owners in Connecticut that are in the preliminary stage of forming a group/club based at Lime Rock Park.

Our group consists of: Walter Irvine, Ed Reagan, Lotus, Ltd. Director at Large; John Hinman, Tony King, Sandy Brainsky, George Nybakken, Noel Smith, Mark Michalski, and Mark Tscheigg. We are all listed in the Lotus, Ltd. directory.

We would like to invite all Lotus owners from Eastern New York, Connecticut, & Central/Western Massachusetts to contact Walter, Ed or me if they are interested. We will meet up at Lime Rock Park this Summer for a short Meet & Greet that would include food and then a drive through the hills of eastern NY & Western Mass.

Sincerely
John Hinman

LOG UPDATE



September 18th-20th, 2020



HOTEL

The Marriott 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

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. Be sure to enjoy a variety of local food truck fare at the photo shoot location.

SATURDAY BANQUET MENU

There will be a cash bar at the Saturday evening banquet at the hotel. The menu choices are:
BEEF — Braised Short Rib, Baby Carrots, Cipollini Onions, Mashers
CHICKEN — Utah Cider Brined Roast Chicken, Pan Jus, Buttermilk Mashers, Roasted Carrots
VEGETARIAN/VEGAN — Vegan Grilled Eggplant, Red Pepper, Pomegranate & Walnut Puree, Curried Roasted Red Potatoes

SUNDAY

Sunday is a chance to take on some of the 'drives' we have planned. In the evening is the farewell buffet with interesting presenters and a time to talk with your new Lotus friends. There will be a cash bar and a fabulous buffet which includes:
Artisan Romaine Caesar, Caprese
Wild Rice Pilaf
Green Peas Caramelized Pearl Onions
Herb Roasted Chicken with Pan Sauce
Grilled Flank Steak Ranchero Sauce
Flourless Chocolate Cake
Key LimePie
Orange Guava & Water

MONDAY

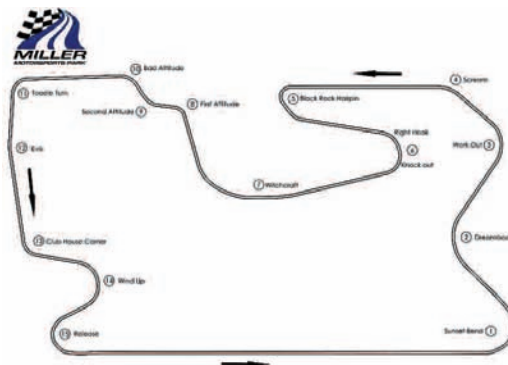
Monday is a day to head out to the Utah Motorsports Complex, which is about 35-miles from the main hotel. The track event this year is not being organised by Lotus, Ltd., and is not part of the main LOG weekend. This year the track event is organized and run by the local club for the SLC area, the Utah Owners Lotus Coalition, and is effectively a separate event open to all LOG 40 registrants.

The day starts early with the mandatory classroom sessions starting at 8:45. There will be 3 run groups: Beginners with an instructor in the car for every lap; Intermediate or experienced drivers that don't need an instructor, however, an instructor will be with them for the first session to confirm their skill; the third group will be experienced drivers and race cars.

The current plan is to run the outer loop as indicated in the map below. This is the fastest track configuration and total length is a little over 4 miles. There is plenty of runoff space everywhere, and this is considered one of the safest tracks in the USA. Track sessions will be 20-30 minutes long, there will be manned corner stations and emergency crews during all the sessions. The last run group will finish around 5pm and there will be about an hour of downtime to get cleaned up at the onsite showers and take in the cocktails and apps!

LOG 40 APPAREL

Shown here are samples of the apparel for LOG 40 that is available to order on the registration form on page 9 of this issue.



LOTUS LTD's 40th ANNUAL LOTUS OWNERS GATHERING

Salt Lake City, Utah September 18th – 21st, 2020

LOG 40 REGISTRATION FORM

This Registration Form does NOT include Hotel Registration. Book your room directly with Salt Lake City Marriott University Park 801-581-1000. Mention Lotus Ltd. room block in September.

Note: When completing this form, please neatly **print full name(s)** to be used on individual name tag(s) and also clearly indicate which items selected apply to whom.

Your Name: _____ Spouse/Partner: _____

Other family in party: _____ Total Number in Party: _____

E-mail: _____ Home Phone: _____ Cell Phone: _____

Mailing Address: _____ Work Phone: _____

City/State/Zip: _____ Country: _____

Is This Your First LOG? Yes _____ If "No", Previous Number of LOGs Attended: _____

What type Lotus you plan to bring to LOG (**Year/Model/Series/Color**)? If more than one, please note additional information:

Are you bringing a trailer, length? _____ ? Are you bringing your trailer to the concours? _____

Lotus Limited Membership required to attend LOG events.

Not a **current** Lotus, Ltd. Member? Additional fee for one-year membership is required.

\$ _____

(U.S. Dues: \$50 new/or rejoin, \$45 renewal; **non-U.S.**: \$55 new/rejoin, \$50 renewal)

REGISTRATION FEES (Per Person):

Current Lotus Ltd. Member **\$125 Early Web Pre-registration deadline July 27, 2020**

\$ _____

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Number Attending: _____

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Saturday Concours Lunch (\$18/ea)

NUMBER: _____ Name(s): _____

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Saturday Evening Banquet Selections

Beef Meal (\$49/ea)

NUMBER _____

Name(s) _____

\$ _____

Chicken Meal (\$49/ea)

NUMBER _____

Name(s) _____

\$ _____

Vegetarian Meal (\$49/ea)

NUMBER _____

Name(s) _____

\$ _____

Kids under 10 Meal (\$33/ea)

NUMBER _____

Name(s) _____

\$ _____

Sunday Evening Buffet

Adult/Kids 10 and Over (\$38/ea)

NUMBER _____

Name(s) _____

\$ _____

Kids under 10 (\$26/ea)

NUMBER _____

Name(s) _____

\$ _____

Saturday Scenic Tours

NUMBER of Cars Participating _____

FREE

Sunday Scenic Tours

NUMBER of Cars Participating _____

FREE

Sunday Autocross (\$55/Entrant) non SCCA member

NUMBER _____

Name(s) _____

\$ _____

Sunday Autocross (\$35/Entrant) SCCA member

NUMBER _____

Name(s) _____

\$ _____

Official LOG 40 Apparel (Indicate Number of Each Size)

Men's T-Shirt (\$18/ea) S _____

M _____

L _____

XL _____

XXL _____ (\$21/ea) \$ _____

Ladies T-Shirt (\$18/ea) S _____

M _____

L _____

XL _____

XXL _____ (\$21/ea) \$ _____

Men's Polo (\$42/ea) S _____

M _____

L _____

XL _____

XXL _____ \$ _____

Ladies Polo (\$42/ea) S _____

M _____

L _____

XL _____

XXL _____ \$ _____

White Ball Cap (\$25/ea) S _____

M _____

L _____

XL _____

XXL _____ \$ _____

Khaki Ball Cap (\$25/ea) S _____

M _____

L _____

XL _____

XXL _____ \$ _____

[NOTE: Orders received after August 15 or by non-attendees will be delivered after LOG and are subject to shipping and handling fee of \$14 for the first item and \$5 for each add'l item.]

\$ _____

TOTAL REGISTRATION FEE \$ _____

If you cannot use the online web registration form, mail this completed form with payment (US Funds Only) to: Lotus Ltd; PO Box 15390, Bradenton, FL 34280 USA to be received no later than September 1, 2020. Please visit the Lotus Ltd. web site www.LotusCarClub.org for more information and refund policy. Membership dues are non-refundable!



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The Cat's in the Cradle

... and it's a Seven 310S

by Ross Robbins

Images © Ross Robbins, Tim Haas

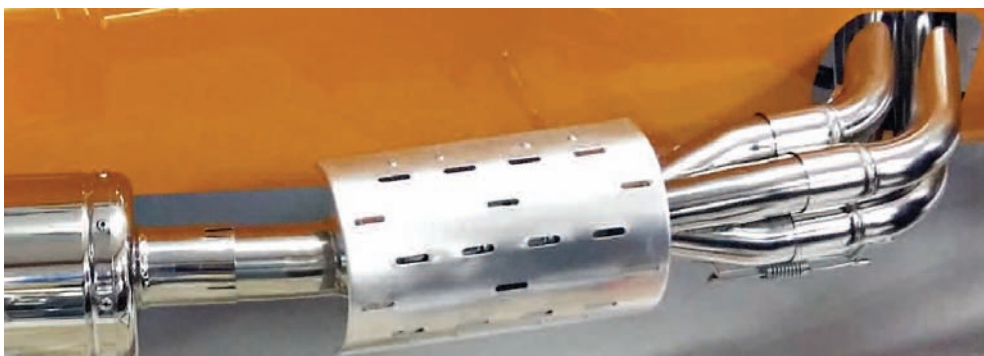
Ask any real "Car Guy" and you will likely find a dream with various levels of specific detail, of building a sports car. For me, it was a sketch made over months of Biology and German class when I was a senior in high school. Youthful dreams meant the drawing of an aluminum body for my Crosley remained pretty simple since I had no design training or experience. Of course, it never got built, but if it had, I know it would have been great!

My neighbor and good friend Tim Haas, on the other hand, decided to build a car someone else designed. When my son Josh and I bought the assets of Caterham USA and launched it anew as Rocky Mountain Caterham (RMC), we naturally told all our friends. Tim admitted he had been thinking of buying a Seven for a long time, but was a bit hesitant to actually do it since it would have to be assembled. He is a home mechanic with a dozen old British cars (including an S3 Elan and a Europa Special) on which he does lots of minor maintenance, but nothing major. Major work he sends to a mechanic and pays lots for the privilege.

When RMC became real, so did Tim's dream. So Tim, an analog man in a digital age, sat down with me at my computer and we logged on to the Caterham Cars Configurator. After a couple of hours of adding various options, then subtracting some and adding others, Tim had his perfect car. Meanwhile, Josh had ordered a car to fill the container we had coming that was very close to the specification of his dream car, except Ballistic Orange instead of Firecracker Yellow. Josh offered him an attractive price on that already ordered car and Tim said yes with one condition: that I help him build it. So I said yes, and we had a deal.

On a warm day in October, we took my SUV and open trailer up to the freight yard in Denver to pick up the crates that contained The Dream. There were four: A large one about 4ft. x 4ft. x 11ft. which contained the chassis, and another large one about 4ft. x 6ft. x 8ft. full of a dozen or more, smaller cardboard boxes containing all the bits needed for the suspension, driveline, exhaust and interior. The chassis crate was loaded onto the trailer, and then we unpacked the crate with boxes of bits, just like little kids on a Christmas morning, and placed all the small cartons around the chassis crate. Once everything was tied down, looking like a modern version of the Joad family, we headed home.

A few days later we reprised the trip to pick up two smaller crates; a 3½ft. x 3ft. x 3½ft. for the engine and a 2½ft. x 2ft. x 2ft. containing the transmission. The big top corners of the engine crate were too square for the rear opening of the SUV but with a bit of cutting (the crates, not the SUV!), the engine and transmission fitted just fine and home we went. Caterham provides a step by step build manual with assembly instructions, that looks much like one that IKEA would supply to assemble a desk. It is mostly drawings, with an occasional note and numerous helpful hints from previous builders. It also lists the appropriate fasteners, to be used and from which hardware pack they can be obtained. They are mostly right, and when they are not, there is a miscellaneous pack which (hopefully) contains what cannot be found in the specified pack. It mostly does. We built the entire car with only a few trips to the hardware store which altogether cost less than \$20 for missing bits.



Caterham recommends a complete inventory as the first step in the assembly. Ours was more cursory rather than complete since we were eager to get going on the build, but in our once-over it looked as if everything was there. So, on a lovely Saturday morning, Tim enlisted a half dozen of his friends and we tore open the biggest crate, admired the nascent car within and, almost like pallbearers at a state funeral, the six of us majestically carried that chassis to the waiting sawhorses to begin its change from caterpillar to butterfly.

When you get your new Caterham kit after waiting for months and finally open the crate, it does feel like a gestation and birth so the title is apt, I think...The Cat was in the Cradle!

The build starts with the front suspension; in fact the build is essentially a process of working from the front of the car to the back. Upper and lower wishbones are offered up, as the Brits say, to the very precise mounting brackets on the chassis provided by Caterham. We started with the left side, and, when we were done, went to the right side. It was here we learned the first lesson of the build: the time it takes to do the first side is approximately triple the time it takes to do the second side. Of course this means that if we choose to build a second Caterham it is also 1/3 as hard, so we should do another, right?

Working through the manual in three and four hour chunks, a few days a week, made for a nice blend of effort and downtime. We made steady progress but it didn't feel like a job or a burden. The best part of the project was that everything was brand new. Nothing needed degreasing, refurbishing or repair...it was fit for purpose right out of the package. Opening and unwrapping the exhaust headers, for example, was another Christmas morning feeling. And then, admiring the beauty and quality of the pieces and how they fit together was another high. That is not to say that everything was perfect. Some clearances were so tight that we feared we were forcing things, and in some cases we were. For example, the little cups into which the anti-sway bar ball ends fit had some welding residue and the parts simply wouldn't fit together. Until we honed out the cup with a Dremel tool, we couldn't make them fit together. Of course nothing like that operation was mentioned in the manual, rather, we just went ahead and did it.

Gradually the pile of bits in boxes got smaller and the chassis began looking more like a car. The fitting of the rear suspension and brakes allowed us to bolt the wheels on and the car became a 'roller'. We couldn't steer yet, but at least we could move it back and forth on the garage floor. We had deviated from the manual and bypassed the installation of the drivetrain because we wanted to continue working on our sawhorses and finish the suspension to get it on its wheels. It didn't stay on the stands long though, it soon went onto wheel dollies so that we could begin the single biggest installation; the drivetrain. This cluster of engine and transmission had to be assembled first and proved to be another delight. Every bolt fit, all the pieces matched and it was made all of aluminum so it was light, bright and shiny.

As we lifted it on the engine hoist and rolled it over to the awaiting chassis, raising it high, the latent potential for disaster loomed in our minds. While most of the work up till now had been done by just Tim and myself, this was another time when a group of friends was welcome. One can never have too many eyes on what seemed to be a very large drivetrain going into a very small and vulnerable hole... especially when it looked like a surfacing submarine hanging as it was from the raised hoist mechanism. We proceeded very cautiously.

We lowered and levelled, always checking clearances and fit and then raising it again to remove a conflicting element like the idler pulley for the serpentine belt or padding a crossbar or edge with some more foam, perhaps four or five times. Finally it sat where it belonged, in the engine bay on its mounts and connected to the driveshaft. A major milepost in the build had been achieved and it was good. We rested.

Then began the fitting of the exhaust headers, catalytic converter and silencer. This was pretty straightforward except for attaching the little spring connectors that hold the pipes together. The hooks that the springs were to attach to were J shaped but the length of the tip on the J was so long that the spring wouldn't stretch over it. We spent at least two hours fighting and cursing the design and the parts. We had compressed the springs with zip ties, used a long lever and wire to pull the end of the spring and even reshaped the loop ends of the spring to gain a sixteenth of an inch, all to no avail. Finally, in complete frustration,

The Cat's in the Cradle contd.

I emailed the Caterham Expert for a suggestion. His solution was so simple it was brilliant; cut back the tip of the J. Job done! It was the hardest part of the assembly which would have been no problem at all if we had only known what to do at the outset. Of course, in retrospect, it should have been obvious.

Gradually we finished the plumbing, got the wiring hooked up, installed the steering wheel and column, and installed the headlights and wings over the wheels. It looked pretty much like a real car. At last, it was time to install the center console, the carpet and the seats and seatbelts. These again were pretty straightforward except for the limited access to fit everything. The standard chassis version of the Caterham is fully packed with stuff...and it is tiny! Access to fasteners requires small yet strong hands while reaching around the car with a six foot wingspan simultaneously. Or have two people as we did...one inside, one out, or, one above the car and one underneath.

Finally, the moment of truth arrived. It was time to start the car. What if it didn't fire? What if it leaked or smoked or blew up? I mean, we had seepage from the brake line connections that we had chased and hose clamps that needed tightening even without the engine running. Nervously, we looked over everything again just one more time, and Tim pushed the start button.

It WORKED! Of course it died several times and needed to be restarted, each time running longer and smoother as the management electronics "learned" what to do. It also smelled like something burning as the surface oils and paints got hot. But it ran beautifully and settled in to a smooth and nice sounding tone. The sense of achievement was amazing...we had done it.

Tim drove it down his 200 foot driveway and back. We took pictures and congratulated ourselves for a job well done. It looked spectacular!

We had spent about three months at about ten hours a week for a total of about 120 hours to build it. Much of that was reading and figuring out what to do. There was one more step before being able to drive it, and that was registration. Tim made an appointment to take it to the State Patrol who looked at the paperwork and matched it to the chassis number and provided a certification form. Then we took a trip to the local DMV for the forms necessary for the assignment of a VIN. Then we took those completed documents to our local DMV and got the temporary permit that made it road legal. Tim could at least drive his car.

Meanwhile, the application wound through the State DMV for processing system, encountering the usual long wait. Once the state DMV had blessed our paperwork along with the payment of the appropriate fees, they generated the assigned VIN plate which the State Patrol then permanently affixed to the car. Now we could go back to the DMV and get a title and license plates. Finally it was all road legal.

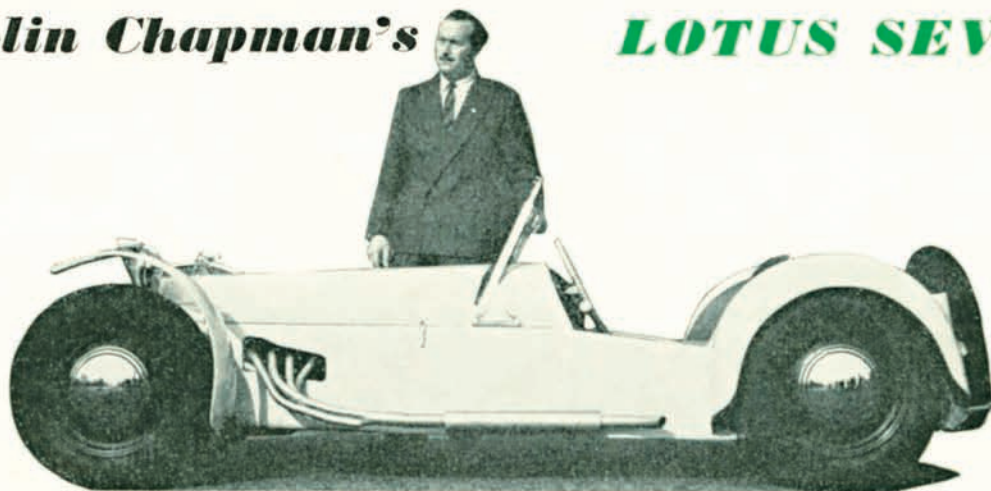
Looking retrospectively, what did we think of the experience? In a nutshell, it was wonderful. It was just challenging enough to be invigorating and provide a real sense of achievement, yet not so difficult that it became a chore. Well, except for a few things like the exhaust springs. And, the car itself is wonderful. It is quick enough to generate a tingle when you push the go pedal. It responds almost telepathically to inputs of steering or brakes – like a formula car for the street. It is amazingly comfortable for a car of such directness and immediacy but it is snug. It also feels vulnerable with all the big SUV tanks on the road, so deciding where to drive it is a real issue. On a rural canyon road, it is heaven on earth, in traffic or a multi-lane freeway it is terrifying.

There is a real sense of pride for Tim in being able to say, "Yes, I built it myself" when at the local Cars and Coffee or the Little British Car group. And finally, it is just plain fun. Tim says the rest of the fleet of old British roadsters just don't measure up anymore...it's that good! The Cat is out of its cradle and Tim is delighted.

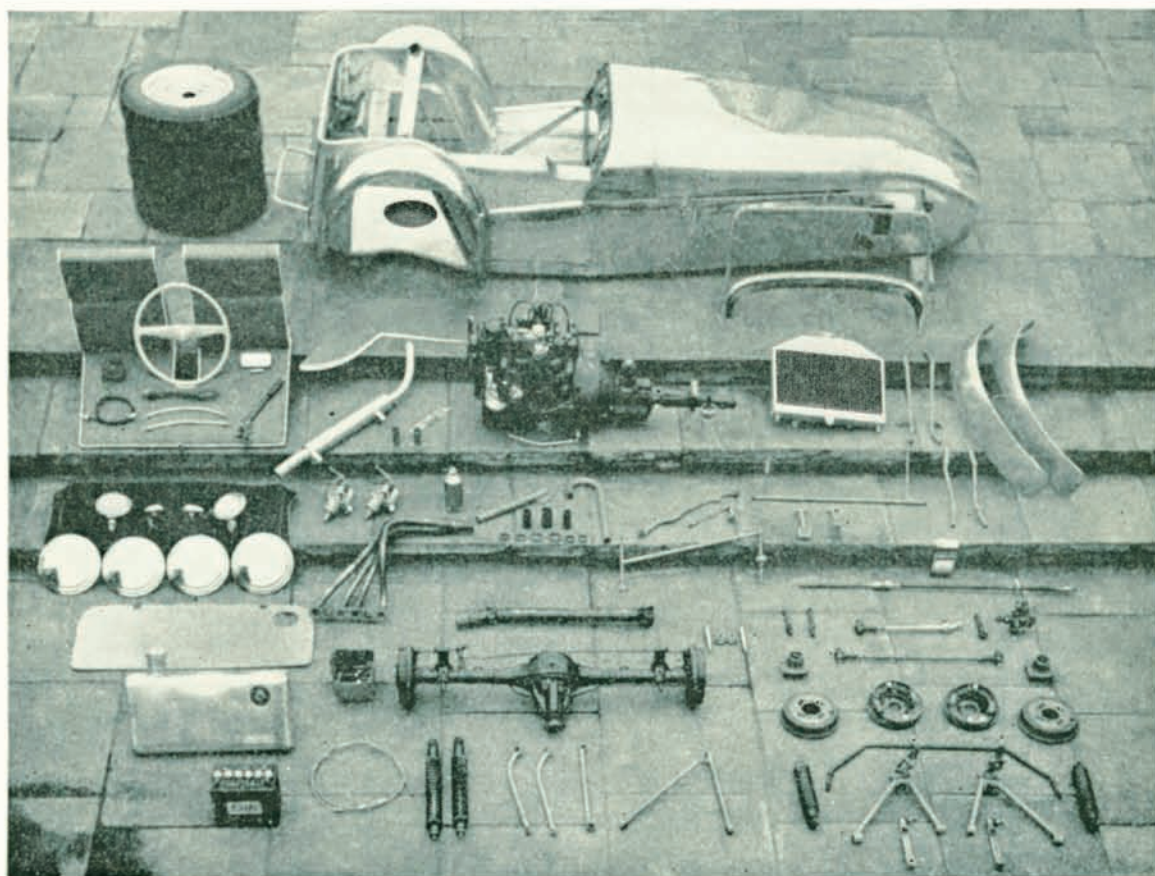


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Evija NEWS

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MEDIA INFORMATION

As the Evija moves ever closer to series production, Lotus has revealed how customers of the all-electric hypercar are choosing their vehicle's bespoke specification.

The exclusive nature of the 2,000 PS two-seater means every customer journey is unique. Requests for personalisation on every aspect of the Evija – from striking exterior paint colour combinations to highly detailed interior trim – are all part of the enhanced ordering process.

Production of the Lotus Evija will start later in 2020, and the first year's allocation is already designated to customers around the world.

The Reincarnation of #1353

by Gary Maag



My love for cars got a big jumpstart in the summer of 1962, when as a seven year old lad; I found a complete set of 1941 Buick posters in an old Ohio barn. Those pictures hung on my bedroom wall for over 20-years as inspiration, as I bought, built, and restored many old cars. Ironically, the summer of 1962 was the year that Lotus Elite chassis #1353 was born. She was sold to N. Hamilton Leich, and was driven throughout Europe until 1967, when she was purchased for \$1400, with student loan money, by twenty-one year old Tom Dickson of San Francisco, California. Tom had her shipped from Liverpool to San Francisco for the princely sum of \$149. Unfortunately, a non-attentive dock worker put a fork truck tine through the left rear strut and had to pay Tom \$200 for the repair.

Over the next few years the car was used as the daily driver for Tom and his new family as they drove #1353 over a thousand miles to attend engineering school at Brigham Young University in Provo, Utah. Anyone who has owned an Elite knows only too well that it takes a very special personality to put up with all the noise, leaks, smells, and associated temperaments of this iconic vehicle.

Tom proved to be no ordinary engineering student. He was always looking for ways to improve things. His tinkering skills led to hundreds of projects from souping up vacuums, to wedging a Corvette engine into an Austin Healy. He was always pushing for more speed and power (Tim the Tool Man Taylor would be proud)! He raced his '62 Elite every weekend at the local rally and gymkhana events, and was never beaten. If he had met Colin Chapman at that point in his life, he probably would have dropped from engineering school and raced full time! After College, the racing slowed, and the car became the family transport. There were numerous gas tank repairs in the bathtub, a new paint job, and constant work on the suspension and carburetors. Tom mentioned at one time he was so poor, he fashioned a rubber ball for the rear suspension from a racquet ball, and drilled out the front shock absorbers so he could fill them with a hypodermic needle before each race! As the family grew, the car would sit idly by, waiting for some TLC. Eventually the car was dismantled completely, and put into storage as Tom turned his speed and power engineering skills toward his new business of building the world's best wheat grinders, and Blendtec Blenders.

In 2010 I was a newly hired Blendtec production manager and during my first few weeks, I noticed the soda blasted shell of a car sitting in a plastic wrapped box in the warehouse.

I immediately recognized it as a Lotus Elite (my cousin had two of them in the 60's). I inquired around to all the employees, and found that it had been moved around from building to building at Blendtec for over 30-years. I approached Tom about selling it to me, and he said he would never sell it to someone he knew because it was missing too many parts. I then offered to trade my '57 Porsche Speedster replica for it. The answer was still no.

About a year later, I just could not stand to see the old girl still sitting on the shelf, so I approached Tom about letting me work on it when things were slow in production (I had just hired a couple of "car guys" that had the same passion). Tom jumped on the idea and we started the restoration process in December of 2011, with an aggressive goal of celebrating the 50th birthday of #1353 by summer's end. It was the first restoration in my career where money was no object. Tom demanded only the very best for his #1353, and it was amazing how many vendors wanted to trade services for a blender!

The first order of business was to gather all the information and contacts we could, since none of us had ever worked on a Lotus. Our first and most important call was to Elite Guru Mike Ostrov. He gave us the parts, confidence, and knowledge to begin. We built a rotisserie and mounted the car so that we could begin the fiberglass repair needed, due to the extreme racing of prior years.



The shocks were bent, cracked, and dead, but new rear Koni replacements were obtained from Mike, and we found suitable aftermarket front shocks from Strange Engineering. This would give us the flexibility of adjusting the spring strength and rate of travel. The transaxle seals were replaced, the oil changed, and a new mount was designed to hold the bottom of the unit in place where the original fiberglass bosses had been destroyed. Fresh brake pads were also installed.

A new clutch and pressure plate was secured from Victoria British Motors, and a complete engine rebuild was begun with parts from HME (Hutton Motor Engineering) and Mike Ostrov. The original fuel tank was full of pin holes, so it was decided a new 7 gal. aluminum tank would be purchased from aluminumgastanks.net. The battery shelf was destroyed. A new one was fabricated and glassed in.

All of the gauges were dirty and not working. My previous employment as General Manager of Auto Meter products came in handy as I tackled this project. The only one needing to be replaced was the combination water temp/oil pressure gauge. This was ordered from ATP. The original key was lost, but an unlikely exact match was found hanging in my garage. (from my high school 1965 Malibu SS!) One of the drawbacks (per comments from current owners) on the Elite has always been the loud noise and resonance between 3000 and 4000rpm. We set out to correct this by applying a pebbled, flexible sound deadening paint to the interior and undercarriage, and applying light weight sound deadening foam/foil to the interior. (We later had to remove some of this foil from the headliner due to the weight of the fabric). Cooling was another problem with this particular Coventry Climax. Our engine had experienced a blown head gasket, a plugged radiator, and broken cooling fan. After a complete radiator rebuild, we installed an aftermarket Dyno cool electric fan with remote switch from JEGS racing products. New front and rear glass, rubber trim, and other bits, were purchased from David Mousley in the UK and Mike Ostrov. Shipping costs for just these items cost nearly three times the amount to ship the entire car in 1967!

Tom had many unfavorable experiences with the original SU carburetors, and did not want to repeat the problem. He actually was experimenting with adding 4 motorcycle carbs, but ultimately chose dual weber DCOE 151's with the Derrington style manifold.

With the new carbs, we discovered that the old exhaust manifold would not fit correctly. A common fix is to simply pull out your ball-peen hammer and create some relief indentations in the old manifold. We elected instead to create a custom stainless racing manifold from Turbo Labs, which cleared everything.

The wheels, knock offs, and tires were original, but had 50 years of chip marks and scratches on them. The Pirelli tires still had good tread, and the original tubes were holding air, but some weather checking was evident, so new wheels and knock offs were purchased from Dayton, and Vredestein Classic Sprint tires with Michelin tubes were ordered from Coker.

Body work and paint for a Lotus Elite is a task best left for strong backs and the determination of an expert. Luckily I had someone on my Team that had years of experience, but was ready for the funny farm when he finally finished. Over 1500 man hours were spent repairing the waves and ripples left by the soda blasters, and the multiple micro cracks from years of stressful racing. Tom never really liked the thin composition and look of the stainless steel

bumpers and grill, so we shaved them off and transitioned the original mold knit lines into the body. The bonnet had the unfortunate accident of blowing out of the truck on the way to the soda blasters and was run over by a Mack truck several times before it could be retrieved from Interstate 15! Oh well, another 2 weeks in the hands of Nate, and it was better than new!

A brand new original specification wiring loom was ordered from David Mousley (now Mark 14 Components). With the tricky positive ground system, and the age of the old wire system, this new loom will definitely be money well spent.

A new set of rack and pinion mounts were designed and fabricated to match an original loaner set supplied by Mike Ostrov. The original mounts are still in the mystery box of missing parts still lurking somewhere in a 50,000 sq. ft. warehouse!

Aligning the steering column during assembly was tricky. The slightest degree of mis-adjustment could cause binding. We designed a self-lubricating bearing made from Teflon impregnated Delrin (Delrin AF). The upholstery was done by a local professional (Monty's) who specializes in helicopter and airplane interiors. We just picked the colors and materials, and let him do his magic. All we had to do was inhale the fresh leather smell and install the finished product in the car!

The original steering wheel was badly cracked, and inquiries into restoration led us to avoid this step and purchase a new one. We were able to incorporate the original 1962 Lotus bonnet badge into the new steering wheel to give it a vintage look.

The stock seatbelts were only a two point restraint which according to Tom caused some very scary moments while racing. The nimble Lotus turns as if it is on rails, throwing the driver from side to side. We wanted to upgrade to a safer restraint option. We consulted with John Targett of Targett European Motorsports in Akron, Ohio. He suggested (in a very pleasant British accent) that we used a 3-point Williams restraint system; a trusted British racing product.

Doing a complete restoration on a Lotus Elite in 10-months seemed like a manageable task at the onset, but we soon found out the hard way that this was not like a '67 Camaro, where parts are easy to obtain, and there are hundreds of reference books. This was "work!" The last few weeks of preparation before our target of LOG 32 had us working long hours and going through lots of bandages. We counted eight times pulling the dashboard to fix various Lucas

switches and electrical connections. The exhaust system was removed three times to "tweek" the bends for a perfect fit. We installed a remote start button and a unique spring loaded hood latch.

The twin Webers and timing were a challenge to tune for proper altitude and calculate the best mix for 5,000ft Utah elevation, and Orlando's sea level climate. The last thing we wanted to do was sit in the pits trying to coax some life into #1353. Since Tom had spent the previous three weeks in Australia selling blenders, he would not have time to test drive the car until the day of the autocross event in Orlando. This put extra pressure on our Team to get things perfect before we left.

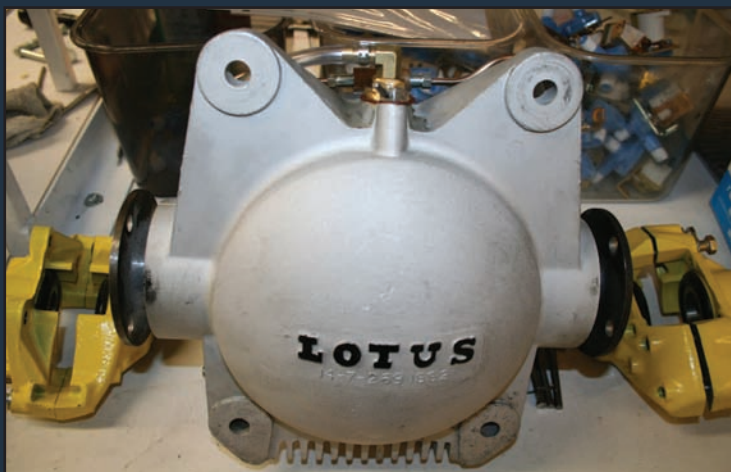
The day before we loaded the trailer, we got everything back together and took it out "illegally" on the streets of Orem for a shake-down run. We sputtered, spat, backfired, and smoked for the first few minutes until we did the fine tuning. Previously running the engine on a test stand helped us get close, but things get bumped during installation, and we had a rough first few minutes. Eventually our stern faces turned to smiles as we each climbed in for our first attempt at a right hand drive car. For me, downshifting was my first problem. I instinctively grabbed the door handle with my right hand and almost opened the door! I also kept turning my head right to look into the rear view mirror. After a few laps around the block I felt more comfortable, and was now starting to settle into a very enjoyable driving experience. I was amazed at how high the gear ratios were on the ZF transmission and transaxle, and could only imagine what life would be like in 4th gear going around the track at Sebring!

Time to load everything up and hit the road...I would need to average between 500 and 600 miles per day on the trek from Utah to Orlando. Things went very smooth until I hit the Florida turnpike and blew a trailer tire only 20 miles from my destination (I would blow out another tire in Amarillo, Texas on the way back, but since they were new tires, I eventually got a full replacement from Discount Tire). On the day of the Concours de Elegance, we all lined up our cars to spell LOG 32 and an aerial shot was taken.

The Judges were extremely knowledgeable as I watched them compare everything on the car to the 3-inch binder specifications. They even counted the number of spokes on the wire wheels! We were awarded best in class that day, and ultimately chosen as the "favorite car" by the famous F1 driver and keynote speaker at the banquet...Vic Elford.



The Reincarnation of #1353



The following day we prepared for the Autocross event. This was a tense time for me knowing how Tom likes to push the limit on everything he drives. I have even seen him doing donuts on his electric scooter inside the building at Blendtec! We had zero time on the track after the restoration, and only about an hour of total engine run time, so I was praying that everything held together. Luckily, everything performed flawlessly, and Tom received a first place trophy in his class. We also learned about another Tom Dickson (Tommy) who raced for Scotland in the 50's and 60's. Both Toms liked to push their cars to the limits. Today's Tom seemed especially happy to be back behind the wheel of #1353 after a 40-year "pit stop"!

The following day was one that I will always remember. As a boy, I had a model car that was a Lotus with the words "Sebring" on the door. This would be my first visit to the fabled track, and it did not disappoint. Just being here with Vic Elford was a wonderful experience as I remembered his F1 victory in a Porsche on this very track!

We strapped Go Pro cameras to the interior and exterior of the car as we did our laps. I was holding on for dear life to one camera with one hand, the seat belt with the other hand, and could almost feel the car on two wheels as we went around the corners. Track rules for the day included no excessive speeding, but how do you stop someone like Tom with racing in their blood, and enjoying a true race car?

Future plans for #1353 will probably include many car shows, additional LOG gatherings, and perhaps a trip across the pond to promote blender sales at Costco stores in the UK. Whatever the event, we look forward to seeing all the new friends we made at LOG 32!



magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

Read about Realtime, the configurator software company that developed the program customers will use to personalize their Lotus Evija (11 March Autosport – 2 pages). A handful of computers running the program will travel the world, bringing the opportunity to decide upon how you want your Evija built, whether it be to the customer's home, office or anywhere they feel comfortable deciding on their Evija. Not only can you personalize the car but you can see what the car will look like in many different environments such as a studio, the desert, Western Europe and on. The program gives a full 3D view.

See the April EVO for a 6-page article about the Evora GT410. The latest Evora version takes the model back a bit to its earlier days as more of a luxury touring car. It uses the same engine as the 410 Sport but include some of the creature comfort items, such as AC, sound deadening, arm rests, infotainment center, heated seats, cruise control and a glass rear window. The dampers are softer and the tires are less harsh. The softer dampers allow the car to glide down the road. This leads to more body roll. The driver can sense the car's balance. With the engine over the rear axle, the car feels more like a rear-engined car than a mid-engined one, particularly since there is little weight over the front axle. You can make the car oversteer. The engine's power is linear with a strong top end due to the supercharger. There are settable modes to bring out more performance from the car's V6 engine. They increase response and the rev limit. Even though the throttle is electronically controlled, the response isn't always linear. The gear box doesn't like quick shifts. The seats are a bit upright and high for the 6' tall reviewer. Even young children will find the rear "seats" small. There are a number of things about the interior that the reviewer didn't think were of sufficient quality for a selling price of more than \$100,000. Rated at 4.5 stars.

The April/May issue #13 of Absolute Lotus is available. The main cover photo is an M100 Elan and there's a 6-page article about an owner's experience with his S2. Also on the cover is an Elan Plus 2S 130 and the owner's experience with his Lotus (6-pages). There's a road trip to early Lotus sites such as Colin Chapman's childhood home, and Hazel Chapman's parents' home, the Tottenham Lane and Cheshunt works, Ketteringham Hall, and Chapman's grave site, as well



as Classic Team Lotus and the Hethel factory, with several other stops (12-pages). Other articles include a look at Chapman the racing driver (6-pages), this month's Classic Drive – the Excel (6-pages), replacing your water pump with an electric one (3-pages), as well as the usual columns including: From The Archives, Running Reports, Scale Models, Products, Historic Race Report and more.

There are several Lotus cars among Auto-car's Top 50 Cars To Try Before You Die

(February 12 – 7-pages). The Esprit Sport 300 is ranked 31st – “perhaps the most lucid and vice-less mid-engined supercar that has been created.” The Elise slots in at 27 – “A landmark in the history of one of the most important and enigmatic brands.” The original Elan is 5th – “... there is no greater expression of Colin Chapman's genius than his original Elan.” The Caterham Seven rated #13 and the Vauxhall Lotus Carlton is among the “best from makers who missed out.” Topping the list is the Ferrari F40.



There's a 2001-2011 Exige buyer's guide in the April Practical Classics (3-pages). There weren't many Exiges produced – only 583 S1s were made and many of them have been crashed. It isn't easy checking crash damage since the bodywork hides most of the chassis. Also there are areas prone to corrosion – particularly around the front suspension pick up points. The S1s used the K-series engine which can wear out within 50,000 miles if not properly maintained. Radiators and head gaskets are usually a problem. Steering racks tend to wear out within 35,000 miles. The S1s MMC brakes are expensive and scarce, so many cars have been converted to steel discs. S1s will cost you between \$33,000 and \$80,000 depending upon condition. For an S2, expect to pay between \$33,000 and \$47,000. (Note – UK pricing). Don't expect to find a stock car as most are modified since they tend to be tracked. OEM wheels aren't generally available. The article discusses suggested upgrades.

See the March EVO for an update about what's happening at Lotus. CEO Phil Popham talks about the Evora GT 410 and Evija. The GT 410 was the result of conversations with Lotus' US team that led him to see that the movement to stripped down, basic models wasn't what everyone wanted. This car adds some "luxuries" such as AC, heated seats, armrests on the doors, more insulation, and a glass window replacing the carbonfibre engine cover, among other additions. The shocks are softer and the tires changed to give a better ride. The resulting GT410 costs about \$4,000 less than the Sport version (UK prices). Evija development continues and the

production facility is complete. The company continues to add staff and is looking to produce at least as many cars in 2020 as it did in 2018 – 1,600 cars, which would be an increase of 200 from 2019. Also in the works are Evora GT 410 GT racing programs in the US and China. (2-pages)

In 1962 the Lotus Type 22 Formula Junior was so successful that German motorsport writer Richard von Frankenberg claimed to have proof that the Team Lotus works 22s used oversized engines. Colin Chapman made a £1,000 bet with von Frankenberg: he agreed to bring one of the cars to Monza and that the car would equal or better the lap time set during the race earlier that year. Peter Arundell drove the car that Bob Anderson raced throughout the season – chassis 22/J3. He easily beat the times from the earlier race, unofficially breaking his previous lap record. After the run the car's engine was torn down and found to be 1092cc – 6cc below the legal limit. Chapman sold the car immediately after the run. It was sold and remained in Italy. The car dropped from sight. It wasn't until recently that Englishman Andrew Hibberd accidentally found the car on Instagram. It was said to be a 1961 Lotus but it was clear that it was a 1962 car. His interest was piqued because the picture had lots of original parts. Hibberd called the seller but neither spoke much of the other's language. After speaking with more people, Hibberd drove to Italy to see the car. After seeing the car, and comparing it to pictures in an Italian magazine, he was certain that the car was the real thing. It had been on display for about 5-years in a Milanese hair-dressing salon. He spent two days waiting for

his funds to clear before loading up the car, returning it to England 57 years to the date of the Monza test. He is in the midst of restoring the car for vintage racing, keeping it as original as possible. There's also a brief sidebar about sometime Lotus driver Bob Anderson. See the April Motor Sport (6-pages).

Also in the April edition of Motor Sport is an interview with Hugh Chamberlain (7-pages). Chamberlain ran a GT program, including Le Mans, in 1993-1994 running Esprits, ostensibly with factory support. Unfortunately, other than providing two cars, the factory didn't support the team. Even the cars they supplied weren't race prepped – they still had the standard electric windows. The cars showed potential, leading the first time out until an engine blew.

Thinking of buying an Elise S1? See the April issue of Classic & Sports Cars, for a 4-page article. The Elise was the first "affordable" Lotus in many years. Its chassis was technologically advanced. Let's start with the trouble spots: trapped moisture can cause paint problems; the steel bobbins for the front suspension top mounts may rust, causing electrolytic corrosion in the chassis; headlight reflectors may corrode; the Rover K-series engine cars may have head gasket issues, look for oil and water mixing and also check for cam belt replacement; look for chassis damage or repairs; the electric windows can be expensive to fix. Don't expect the soft-top to be waterproof. Even if not necessary, upgrading to an aluminum radiator is a worthwhile change. The gear change may be rubbery but is easily fixed. If maintained, the Elise isn't an expensive car to own. Most parts are readily available. It is a great driver's car.

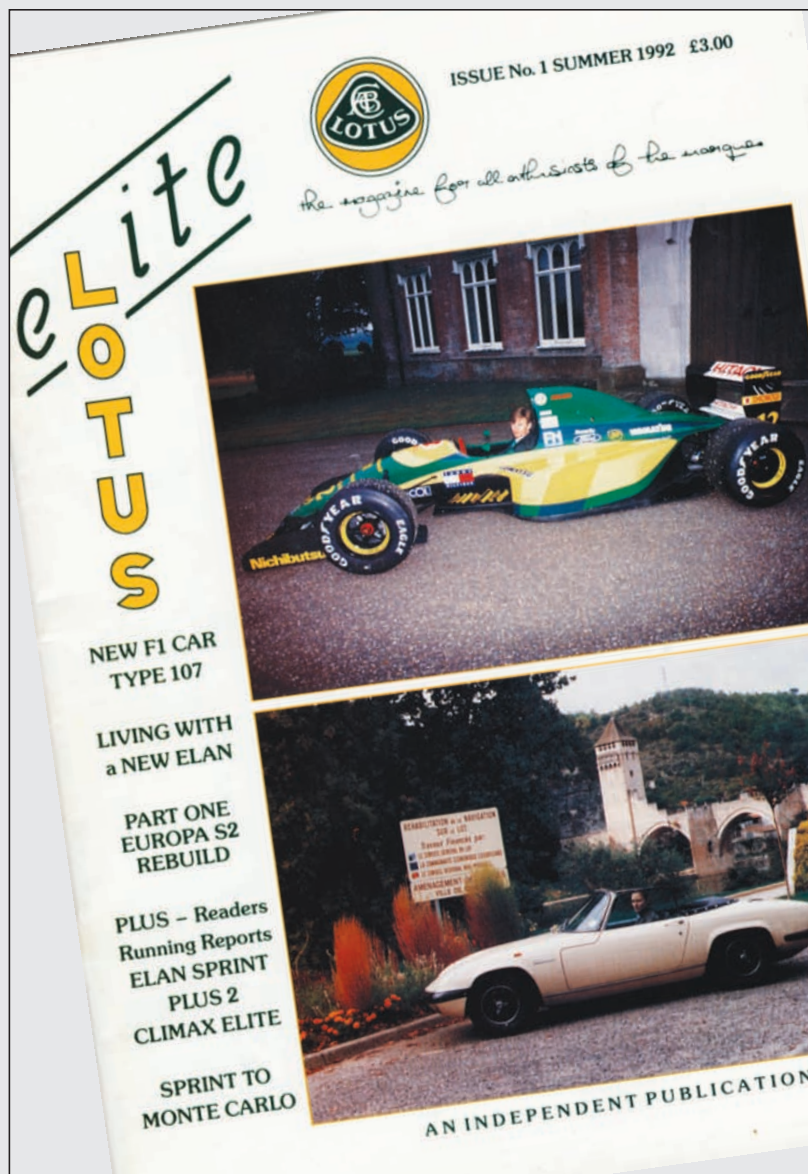
IN THE US

CORRECTION: The Road & Track article mentioned in last issue's column about Rocky Mountain Caterham. The limited slip differential is from the Miata and the transmission is from the BMW 1 series. Also, the correct spelling of Josh's last name is Robbins!

The start of Road & Track's Caterham build is chronicled in the May issue (3-pages). The crates containing the pieces for their 310R long term test car arrived at R&T's assembly shop. A few minor problems to begin: a bolt sheared in the De Dion tube and some brake caliper pins were missing, periodically editors from NY are scheduled to fly in and help build the car. Stay tuned for the next chapter.

magazine watch

magazine watch From The Archives

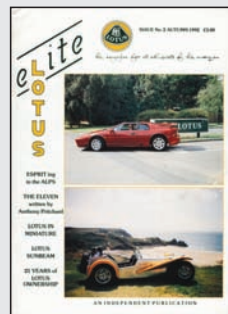


The first of what would be one of just seven, quarterly issues of 'Elite Lotus' magazine produced, issue number 1, was published in the Summer of 1992. Touted as "The magazine for all enthusiasts of the Marque" surprisingly, the 50-page publication was at the time, the only glossy magazine solely focussed on Lotus available.

In his editorial introduction to the first issue, editor, publisher, and owner of the magazine Martyn Hake gave an insight into his rationale behind this new publication. "My wife, Lesley, and I decided that we would like to see a magazine about Lotus Cars and then having decided that we would publish it ourselves I must say that a lot of late nights ensued. We would like to thank Group Lotus Plc. for granting us a license to use their trade names and the use of the logo."

Issue 1 had a fairly broad spectrum of the Lotus brand and featured stories on living with an Elan (M100), owning and driving the same Europa for 21-years, the trials and tribulations of driving a Climax Elite, buying and building a Caterham Seven and the launch of the latest Formula 1 car from Team Lotus, the new Type 107.

Elsewhere were technical features (on replacement cylinder blocks and the almost obligatory Lotus scale model article. There was of course a report the current Lotus F1 team and plenty of 'Running Reports' from owners including Chris Smith and his white 1987 Turbo Esprit in the Atlanta area. I wonder if he still owns the car?





ANNOUNCING

lotus-library.com

Press Release - May 5th 2020:

In an effort to actively share their materials with enthusiasts the world over, Auto-Archives, the Colorado based 501c3 non-profit Automotive Library & Research Center have announced a new Lotus-themed website that, as it suggests, focuses on all things Lotus.

The Auto-Archives library has over 125,000 magazines, 8,000 books and 250,000 photographs as well as a significant collection of memorabilia that covers the history of all aspects of the automotive world but, specialise in British Marques such as Lotus, for which they hold probably the largest collection in the world.

Launched in these difficult times when we all need to 'share' with, and support, our communities, Auto-Archives are pleased to make their Lotus materials available to Lotus fans and followers at www.lotus-library.com

Browsing the site will let you see the majority of the unrivalled collection of Lotus material Auto-Archives has collected. As the weeks go by, staff at the archive will be working on adding more content, so be sure to stop by frequently to check out the Lotus — books, magazines, advertisements, photographs, event guides, models, brochures, shop manuals and more.

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We supply everything needed for maintenance, repair or restoration of your classic Lotus Europa: ■ Chassis, radius arms, suspension ■ Brakes, brake kits, brake conversion kits, calipers ■ Interiors, new seats, door panels, recovering
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Call Dave or Nick for parts enquiries or visit our new website



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Senna Sempre:



Lotus Cars celebrates 35th anniversary of Ayrton Senna's first Formula 1 win

Press Release: Lotus Cars Hethel, UK – 21 April 2020

It was 35 years ago today, in monsoon conditions, that a determined young Brazilian driver raced to his first Formula 1 victory and cemented his name in motorsport folklore.

It was Sunday 21 April and the 1985 Portuguese Grand Prix. Behind the wheel of a Lotus 97T was Ayrton Senna, just turned 25 years old. With the car at the absolute limit of its grip, he delivered a master-class in wet-weather driving for the hardy Estoril crowd and powered to the chequered flag. Such was his dominance he lapped the entire field up to second place, finishing over a minute ahead of his nearest competitor.

In just his second race for Lotus, Senna took the first of 41 career F1 victories – six for Lotus – and a legend was born. The performance stunned his rivals laying down a marker that would see him go on to become a global sporting icon and a national hero in his native Brazil. Despite his tragic death in 1994, he remains a racing legend. **Senna Sempre (Senna Forever).**

Today, Lotus is marking the occasion with an exclusive new podcast, a series of rarely seen classic archive images of Senna and his 97T race car from a private collection, and a new blog revealing insights into Senna the man and his time racing for Lotus. The podcast – part of the recently launched US LOT Sessions – features an all-new and exclusive interview with Chris Dinnage, Senna's chief mechanic in 1985 and today the Team Manager at Classic Team Lotus.

Describing the raw emotion of the weekend and the Lotus that catapulted Senna to stardom, Dinnage says: "Ayrton hadn't tested the car in the wet – that was the first time he'd driven in those conditions. Estoril was when he really hit the scene, because people sat up and thought 'hang on, he's lapped almost everybody' and we knew we had something pretty special."

Dinnage adds it was this which made the difference between Ayrton and other drivers, explaining: "Ayrton had the same raw pace as everyone else, but he was only using 50% of his capacity as a human to drive the car at full speed, leaving him the other 50% to be aware of everything that was going on around him. His concentration levels were unparalleled – I've never met anyone else like him."

You can listen to podcast on Apple Podcasts, Spotify and ShoutEngine. The US LOT Blog is hosted on the Lotus media site www.media.lotuscars.com.

Reigning in the rain: Senna at Estoril

Rain, as ever, is the great leveler for on-track performance. It requires sensitive driver inputs, instinctive car control and a sympathetic approach to the mechanical set-up. One weekend in Estoril revealed Senna could excel in all.

It was also the setting for Senna's first-ever F1 pole position, and he went on to claim another 15 for Lotus. His record of 65 F1 pole positions is eclipsed only by Michael Schumacher and Lewis Hamilton.

In the race, Senna got off the line well and led a Lotus 1-2 after the first lap. With a clear road ahead, he began to pull away from team-mate Elio de Angelis and the chasing pack. The race was one of bravery and attrition; conditions worsened and, in an era before safety cars, pit-to-car radio or yellow flags, cars were pulling off the track or hitting the barriers. Senna remained calm and composed in his Lotus and, after two hours of brutal racing, crossed the line first. Just nine cars were classified as finishing. He later commented: "It was a hard, tactical race, corner by corner, lap by lap, because conditions were changing all the time. The car was sliding everywhere – it was very hard to keep the car under control. Once I had all four wheels on the grass, totally out of control, but the car came back on the circuit. People said that my win in the wet at Donington in '93 was my greatest performance – no way! I had traction control!"

The Lotus 97T chassis was the first in F1 to use bargeboards that were placed between the front wheels and sidepods. This aided airflow around the side of the car and is a concept that still exists in motorsport to this day. The car took eight poles and three wins that season with Senna and de Angelis.

Today, the actual Lotus 97T in which Senna won at Estoril is owned and maintained by Classic Team Lotus. Like Lotus, CTL are based in Hethel, Norfolk, and uses a team of expert and knowledgeable designers, engineers and mechanics – including Chris Dinnage – to preserve classic Lotus F1 cars for their owners. Classic Team Lotus is also the owner of the archive images showing Senna and his 97T.

Clive Chapman, Managing Director of Classic Team Lotus and son of Lotus founder Colin Chapman, said: "For Team Lotus, Ayrton joining was a vital piece in the jigsaw, as the team faced the challenge of F1 without my father. Ayrton's technical abilities, driving skills, hard work and motivational powers all proved to be more vital ingredients to the Team Lotus mix, which led to success almost immediately."



Images © Classic Team Lotus Collection





Leading the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro

I was a huge slot car racer and it played a large part in my Lotus life. My first slot car a Chaparral 2C, although it would probably, would make a better story to say it was a Lotus. I started slot racing when I was about 14 and have raced on an off for most of my life.

My local slot car track was the first place I ever sat in a Lotus Elan. It was a Series 1 or early Series 2, and the owner pulled up outside of my track. I had go outside once I saw it and asked him if I could sit in it. It was love at first sight. Previously, I was a fan of Corvettes as my brother had one, but when I sat in that Lotus, wow! The way my hands felt at three and nine was just perfect. My sneakers matched the pedals without even looking down. The gear shift knob fell right into my hand. It was magic. Corvettes were in my family blood, so to speak, so I never thought I would ever own a Lotus. I hoped my brother's Corvette was in my future, but a Lotus? I really did not think so. Little did I know that this brief meeting would eventually lead me to this "something else" that I would do for the rest of my life (besides slot cars). This is how I got into Lotus, which is a question I am asked frequently.

Most of you have read the story of my first Lotus, an Elan S2, which I bought when I was twenty years old. I am positive that me sitting in that Elan, when I was 14, played a significant role in my decision to purchase my own Lotus Elan, which was advertised for \$700 in the Buffalo Evening News. I knew I had to buy it. Sitting in an Elan at 14 was a teaser and driving it at the age of 20 fueled a passion that I've had for the rest of my life. As I've become older, I've also been asking which other cars I would enjoy, if Lotus wasn't my preference. I've spent a lot of time thinking about this, and recent events had reminded me why Lotus continues to stay my favorite marque.

For me, there has always been something about driving a Lotus that no other car has ever equalled. I always knew it was because of the handling but it took a conversation with my son Brian about Lotus and Lotus Cars' new tag line to bring it all home to me.

Every time I get into my Elise the car is always fresh, and the previous 15-years of use aren't readily apparent. It is always an exhilarating experience to drive and never boring. This pure enjoyment of the drive is a cornerstone of my drive to my club's breakfast, no matter which Lotus I am in. On a bright Sunday morning when I get into my Elan, Elise, or other Lotus, I almost invariably look up at the blue sky, smile, and say to myself "It just does not get better than this!" Most car companies tend to be concerned with flashy numbers, impressive hardware (big, expensive motors!), and 0-60mph times. Some even put their prized motor on display, under a glass cover. Lotus has never really been about this mentality. Ford, Toyota, and Isuzu are all motors that have graced Lotus models as it has never been a headlining feature. All that has been important is that it gets you down the road to the next curve or corner. It is difficult to make those uninitiated into the world of Lotus understand why it does not bother us in the least that we have a Toyota motor under the hatch of our Elises. You try to tell them that it is all about the drive and that 190 horsepower is, truly, enough. You try to tell them what it is like to effortlessly negotiate a turn at a speed which made your passenger hold on to the sides of the seat and brace themselves for their sure to be their untimely end. That is, until you get them behind the wheel of a Lotus. Until then they just don't understand what a Lotus is all about.

Lotus has always been about the way it makes the driver feel when behind the wheel, whether going to a LOONY breakfast, a Lotus Owners Gathering, or just a ride in the countryside. In true Lotus fashion, Lotus Cars have summed up my lifetime of passion for the brand into a sleek, weight-saving, emotional appeal: "For the drivers."

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

A side-profile photograph of a bright yellow 1973 Volvo Europa Special. The car is parked on a dark, paved surface, possibly a road or driveway. The background is a dense forest of tall, slender, light-colored trees, likely aspens, with their leaves in vibrant autumn shades of yellow and orange. The lighting is bright, suggesting a sunny day, and the car's shadow is cast onto the ground in front of it. The text "1973 EUROPA Special" is overlaid in the upper left corner of the image.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Also Dutch GP	1	2	3	4		7
8	9	10	11			
15	16	17	18			
22	23	24	25			
			Christmas Day			
29	30	31				

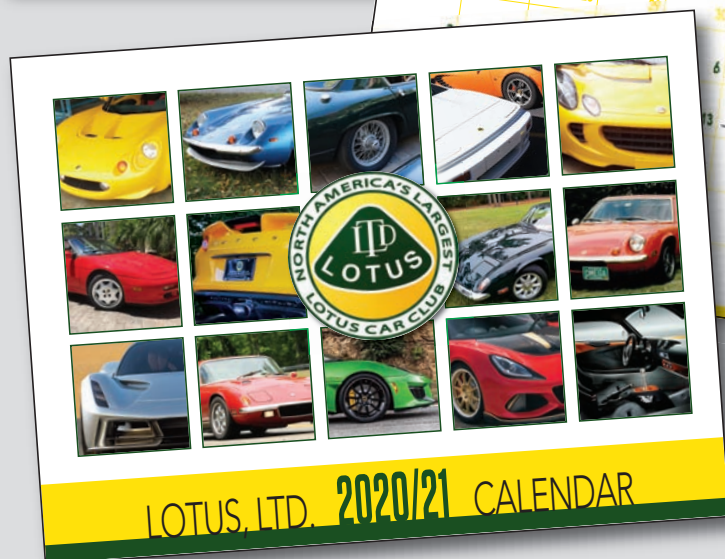
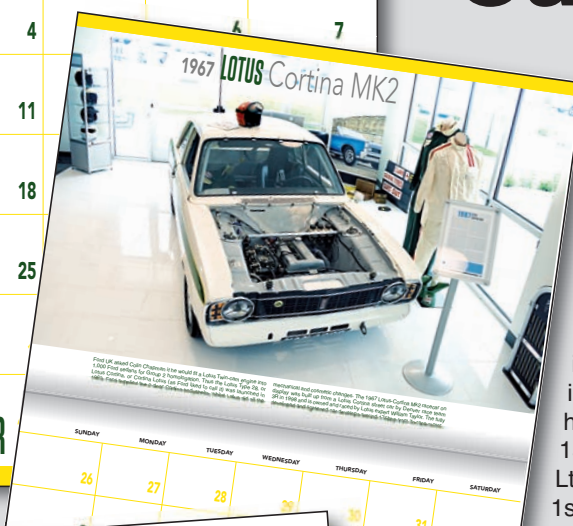


DECEMBER



1967 LOTUS Cortina Mk1

First of seven Grahame Hill Lotus Cortinas built for the 1967 Formula 1 season. The car was driven by Grahame Hill at the 1967 Dutch Grand Prix, where he finished 11th. The car was later sold to the National Motor Museum in Bath, England, and is now on display in the museum's permanent collection.



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.

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).

2020 MAY-JUNE 29

club CLASSIFIED

CARS FOR SALE

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.

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 willtaylor-

photo@aol.com, tel: 303-570-4437 for more info and pics. Colorado.

1971 Elan Full Spyder Conversion. Spyder Gold Anniversary Edition Chassis. Rolling Chassis assembled by Spyder in the UK prior to import. Full Spyder suspension, roll cage. Plenty of extra HP. Twin Cam bored 40 over. Freshened motor with new rings, bearings, valves, valve guides. high pressure oil pump. Dave Bean cartridge water pump, headers, stainless exhaust, alternator (new), CVs fitted. New Tires, Panasport Rims. Brakes all rebuilt with new rotors all around. This is one special car. Probably the only one 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

CARS FOR SALE

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

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

Lotus Books & Manuals

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

PARTS FOR SALE

1973 Elan +2 S130 big valve engine 13,000 documented miles. Fully assembled on stand as removed in 2008. Includes Stromberg head with cams, block with crank and pistons etc., oil pan, water pump & housing, Stromberg intake manifold and two Stromberg 175 CD-2 carburetors. Ford Germany 701M6015BA "L" CORTINA Block. Numbers matching. Standard Lotus valve cover. Photos on request. Offers considered. Contact Kevin locovozzi @ 912-313-5700 or kevin@dsavn.com

Pair Esprit V8 catalytic converters

Takeoffs from 2001 V8 Lotus # D082 34191F, D082 34192F, Made by Arvin, VG condition, long time in storage, no sensors. \$800/pr. shipping avail. Contact Jon Gardner at jon.a.gardner@snet.net

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

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

PARTS FOR SALE

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 x 95.25mm. 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



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