

LOTUS reMARQUE

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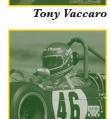
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These are times like no other. I know many Lotus owners have taken to driving their cars by themselves as a respite from the quarantine. This is allowed and encouraged in my area. If we cannot meet up, we may as well clean them up. When life gives 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 ReMarque.

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 reMarque (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.



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





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 vear 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.