

LOTUS



reMARQUE

ALIVE



Evija
Type 130

PRSR STD
US POSTAGE
PAID
DENVER, CO
PERMIT #353

LOTUS ReMARQUE,
PO Box 15390,
Bradenton,
FL 34280, U.S.A.
Address Services Requested



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:

TONY VACCARO: president
(716) 861-1412
BRIAN VACCARO: vice-president
(716) 861-4001
MIKE PEARCE: treasurer
(205) 612-8211
CORA GREGORIE: corresponding secretary
(941) 900-1481
JIM ROBERTS: recording secretary
(205) 322-0650
DOUG MILLER: director at-large
(716) 472-1103
WES SPERA: director at-large
(720) 343-0862
ROSE PERRY: director at-large
(978) 771-8588
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

To access the "Members Area" section of the Lotus, Ltd. website (www.lotusltd.com) please request a password reset from info@lotusltd.com. All passwords are case sensitive, that use upper and lower case letters as supplied to you by our webmaster. Once you have your new password, you can change it after you log in. In fact, it is best to change it from the one we provide. Direct all e-mail about the website to Brian Vaccaro at info@lotusltd.com.

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.

P.O. Box 15390, Bradenton, FL 34280, USA, an independent car club not affiliated with Group Lotus, Lotus Cars USA, Classic Team Lotus, or any of their subsidiaries or affiliates. Lotus, Ltd. annual membership dues, which include a subscription to LOTUS *re*MARQUE, are \$50 (new members) and \$45 (renewals) in the U.S., \$55 (new members) and \$50 (renewals) elsewhere. All dues are payable in U.S. dollars by domestic check or international money order. Your current membership expires on the last day of the month that appears above your name and address on the back cover of this issue. One separate renewal notice will be sent to you during your expiration month. Current members may renew using PayPal by logging in to the Members Area of the club's Web site. Lapsed members who wish to rejoin must send payment to P.O. Box 15390.

Lotus, Ltd. accepts no responsibility or liability for the validity of information and articles supplied by contributors, vendors, advertisers or advertising agencies. Opinions expressed in this publication are those of the individual writers and contributors, and do not necessarily represent the views of Lotus, Ltd., or its officers and directors. Use any technical advice at your own risk. Copyright © 2020 Lotus, Ltd. All rights reserved.

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

Evija NEWS

Images © Lotus Cars Plc.





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.