

LOTUS

48/3

reMARQUE

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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](mailto:Brian.Vaccaro@info@lotusltd.com).

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

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July-Aug 2020: Volume 48, No.3

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Foster Cooperstein



Tony Vaccaro



William Taylor



PRESIDENT

First let me say I hope all the Lotus, Ltd. members are staying safe and well during this unprecedented time in our lives. One of the great things about our hobby is that we can still tend to our Lotus cars while being stuck in our homes. Washing, waxing and cleaning cars is something we all can do while practicing safe distancing and quarantining.

I am sure most of you are aware that we have postponed Lotus Owners Gathering 40 until September 10-13, 2021. The Lotus, Ltd. board of directors and the LOG 40 organizing committee decided to take this action after numerous discussions during the months prior. The emails and phone calls received from our members and participating vendors made it very apparent to us that postponement was the right decision.

We cancelled our Performance Driver Education Day at Watkins Glen scheduled for June 17 as the Glen decided to cancel all driving events that had in-car instructors, like our event. This has been a strange year, but it is nice to know that the Glen has penciled us in for next year already for a similar date. We're also exploring the possibility of a two-day school. If you would be interested in a two-day school, please send me an email so I can gauge interest in this expanded option.

For the past few years, Lotus, Ltd. and the Mercedes-Benz Club of America have been working together to bring you our Performance Driver Education Days, each club allowing our members to attend each other's events. I am happy to announce that the MBCA is hosting a Performance Driver Education Day on September 26 and 27, 2020 at Summit Point Racetrack in West Virginia and all Lotus Ltd members are invited to participate. They have full weekend or single day registration available and camping is allowed at the event. As I write this message, on June 28, registration is currently open and available on www.motor-sportreg.com. Schedules, event packets, and tech forms are posted on the registration page. Please contact me if you need any help in finding or registering for the event.

I would like to thank all of you that submitted photos for the upcoming Lotus, Ltd. calendar. We expect the calendar to be available in September and I am sure you are as excited as I am to get one. Details on how to order our new calendar will be forthcoming in ReMarque and on our website, www.lotusltd.com. It will make a great Christmas present for any Lotus girl or guy.

The weeks and months of 2020 are slipping by quickly. It seems to be quicker than any other year! To that end, the Lotus, Ltd. board has been discussing holding virtual tech seminars in September for our members. All of us are going to miss going to LOG this year and it would great to get together for a tech seminar. If you would like to host a tech seminar for the members, please contact me. We would love to see what you are good at and to dispense that knowledge to the other members of the club. All seminars would be held on a ZOOM call. Please let me know if you interested in either attending or presenting.

Until next month, please stay safe and keep well. Don't forget to give that Lotus a "pat" on the fender just for being there!

Tony Vaccaro
President, Lotus, Ltd.

Cover Image: Litchfield Lotus Group gathering at Lime Rock. Image © Jay Frankel

LOTUS reMARQUE

Lotus club NEWS

ALABAMA

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

CALIFORNIA

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

CAROLINAS

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

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

COLORADO

Lotus Colorado [LOCO] - TATIANA JORDAN,
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FLORIDA

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

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IOWA

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LOUISIANA

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WASHIGTON, DC and MARYLAND

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MASSACHUSETTS

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New England Members of Lotus Ltd. (NEMOLL) - SHAWN DRISCOLL, Chelmsford,
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MICHIGAN

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

MISSOURI

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

NEVADA

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

NEW YORK

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

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

OHIO

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

PENNSYLVANIA

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

Lotus in Pittsburgh (LIP) - RUSSELL MUSTA,
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TENNESSEE

Tennessee Area Lotus Enthusiasts - MIKE McMILLAN,
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TEXAS

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(408) 426-3355, slim@acm.org

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Houston, TX, (713) 824-1928

North Texas Lotus Club - DEREK BLAKELY,
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UTAH

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VIRGINIA

Northern Virginia Lotus Car Club (NoVA) - MARK FRANKE,
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LOG 40.1 UPDATE

As you all know by now, due to Covid-19 concerns LOG 40 in Salt Lake City was postponed until next year.... same time, same place.... so LOG 40.1 will be on September 10-14, 2021. The Marriott Hotel has been wonderful to work with and was happy to move our event to next year. If you made reservations the hotel has automatically moved them to next year with no penalties or price changes. If you want a refund they'll do that as well; just contact them directly.

Utah Motorsports Campus has also moved our track day to Monday, September 14th, 2021 and reserved the outside loop for us.

Most, if not all, of our very special guests have re-confirmed for 2021 and we've added a couple of others who will be bringing additional color and deep Lotus history to LOG 40.1. See you there!



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 Chiffriker 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 lasvegascarsclubs.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: johndhiggins3@mindspring.com, for info on any club gatherings and events.

Lotus Colorado (LOCO)

Meet on the last Tuesday of every month for informal monthly meetings. For details on club meetings contact club President Tatiana Jordan on tatiana.jordan@gmail.com. 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 emial 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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ANNOUNCING

lotus-library.com

Press Release - July 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 car communities, Auto-Archives are pleased to make their Lotus materials available to Lotus fans and followers to view at free of charge 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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Social Distancing...The Perfect Solution

Lotus Colorado Go Driving

by Ross Robbins

Images © Tatiana Jordan, Peter Monson

It finally got to him. He was going through withdrawal and getting the itch. He'd had no car stuff for six weeks and then LOG 40 got cancelled! That's when Mike finally succumbed and decided to DO something! In May, with everything still shut down, he planned a nice drive around Teller county roads. He must have hit a chord as 22 cars showed including a Tesla Roadster, a Pantera, a BMW SUV, a Jaguar and a Porsche Boxster to accompany the real cars which included Tim McKay's 1959 Elite, Bobbi's Westfield Seven, two Europa Twin Cams, a pair of Elan M100's, three Esprits, six Elises and two Evora 400's. After another month, the itch was becoming intolerable again. Time for action!

Now the Governor may have said only necessary travel but this was certainly in the category of very necessary travel. And besides, Mike knew exactly how to comply with the rules, so the invitation went out on the internet: "For those who may be interested, we are planning another LOCO drive for Sunday, 14 June. It will be conducted in much the same way as our drive in May. Specifically, we will emphasize maintaining "physical distancing" and use of masks when we are out of the cars and will be having a picnic instead of eating at a restaurant." Of course, we were all also itching to get out again so the enthusiasm level was fantastic.

Equally fantastic was the route Mike had planned. There is a wonderful road from Buena Vista, CO to Almont, CO called Cottonwood Pass which has been a Jeep and motorcycle staple for years as a twisty gravel and dirt road over most of its length. Well, last fall, the Colorado Department of Transportation finally paved it and it is now smooth asphalt over its entire 52 miles and 12,126 foot summit that makes it the highest paved crossing of the Continental Divide in the entire U.S. Because of the altitude the pass is closed in winter...it is too hard to keep it clear for the sparse traffic it carries. Late each spring the plows cut through the deeply piled snow and open the pass when it is clear leaving walls of packed snow six to ten feet high along the sides of the roadway. In 2020, opening was June 1st. This would be a worthy target indeed.

So on Sunday June 14th, over a dozen cars departed from the two main cities on the Front Range of Colorado: Denver and Colorado Springs. We would rendezvous at a wide spot in the

road with a convenience store and gas station called Johnson Village, just east of Buena Vista. The Springs cluster, led by Mike in his Europa Special leading the way at his usual brisk pace across South Park on Highway 24 where the road is straight as a string for miles in the flat valley at 8,000 feet elevation between Wilkerson Pass and Trout Creek Pass. I'm not saying we flew but if we had only had a Mr. Fusion device we could have reached the speed necessary for time travel.

Once we reached the rendezvous point we were joined shortly by the Denver contingent lead by the Monson's in their Evora 400 which one might assume had an equally brisk pace. Collectively we now had Mike's Europa, our M100 Elan, an Evora S, the Evora 400, and six Elises, along with the usual assortment of hangers on in non-Lotus cars: a Honda S 2000, a Nissan 350Z, a Jaguar F type and a Corvette Z06.

As we convened and greeted one another, it was sometimes hard to see who was who. Wearing hats, sunglasses and the recommended masks, it took a bit of self-identifying to make sure I was talking to the person I thought I was. Thanks for announcing yourself Janine!



Fueled, voided and coffeed, we charged off to Buena Vista, which coincidentally translates as Beautiful View and boy, was it ever. Blue sky, snowcapped peaks all around and twisty smooth new asphalt! As we like to say out here, “Just another crummy day in paradise.”

County Road 306 passes through Aspen stands and spectacular mountain terrain as it climbs over 4,160 feet to the summit of Cottonwood Pass. Not only is the road smooth as it winds its way ever upward but also variable, with rhythmic sweeping bends alternating with stand on the brake hairpins and always with the wonderful views unfolding at every turn. The first half of the climb was spirited and we were enjoying ourselves thoroughly when we happened upon a slow white service van...the kind used by plumbers and electricians. This guy would speed up in the short passing chutes where the double yellow line went away then slow again to crawling speed in the turns where the no passing double yellow was in effect. As you might imagine, the passing zones are few and short in the climb up a pass like this so the frustration mounted until we got by him one or two at a time over a number of random passing zones. Finally, back together we zoomed down the other side of the pass with almost no traffic at all since it was well ahead of that van.

The second part of the trip, once we got down the switchbacks, runs through the trees along the beautiful Taylor River, which cuts a canyon through its surrounding bedrock until it becomes the Taylor Park Reservoir. We stopped for a photo and a joyful review of one of Colorado’s best roads. Unfortunately, while we were stopped, two big diesel trucks with long horse trailers went by and we knew we would catch up to them well before Almont. We did. The line of cars behind in close formation meant that a long passing zone with a very decisive and fast

car would be the only way past. All but one of us followed that parade all the way to Almont. At least the scenery was beautiful and the weather was perfect.

Our destination was a lovely park right in Gunnison where we arrayed at proper social distance and donned our masks when we weren’t actually eating. We enjoyed catching up with one another as well as our food and drink. After lunch, we would return to the Front Range over Monarch Pass on US 50, a major highway crossing of the Continental Divide: Our second time today! This crossing would be high speed though as Monarch is blessed with a full passing lane all the way up. One of the fun things in our Lotus cars is that we can slice through the slow truck and camper traffic like a shark through a school of mackerel as long as we have the opportunity. So we did.

Hooning, as if we were Clarkson, May and Hammond from Top Gear, we sped to the top of Monarch Pass where we stopped to reconnect and celebrate another 12,000 foot moment as one can only do routinely in Colorado. Somewhat masked (since we were out of doors with a brisk wind blowing, some were a bit lax with the protocol) we got a photo and then left in small groups to return to our homes.

Ann and I were the last to leave as we availed ourselves of the facilities at the summit house and then tried to catch up with those who had left ahead of us. Despite my best efforts through South Park, over Trout Creek and Wilkerson passes, it wasn’t until we got within a mile of home on one of Colorado Springs city streets that we saw Mike in his Europa also within a mile of his home. Refreshed and reinvigorated from a romp though the hills, I’m good now for at least another week of lockdown. Thanks LOCO...and thanks Mike!



“Friday the 13th” on Sunday the 28th ...and so do Litchfield Lotus

by Walter Irvine

Images © Jay Frankel, David Nagler



Isolation-touring during COVID is a thing. So we found as 16 Lotus lovers responsibly gathered at Lime Rock Park for the inaugural Litchfield Lotus Group meet and of course to drive. The cars and their servants were diverse: Super 7, Europa, Esprit, Evora and Elise were all represented along with their drivers and +1's.

After socializing at a distance we grouped for the obligatory pictures on the start/finish line, then overlooking the two autocross courses, and finally in “the pines” a shaded area overlooking the track’s big bend and left hand turns.

We were then off on an hour-and-a-half tour that included a covered bridge in Cornwall, a shoreline section along Lake Waramaug finishing up at the wonderfully ‘New English’ - Falls Village Inn. Tree lined roads, zero contributions from law enforcement, the requisite in-route breakdown/victorious return to service and most importantly the camaraderie that can only exist sans internet contributed to a successful first outing.



The group is made up from the tri state (CT, MA, NY) area and plans to use Lime Rock Park as it’s meet up point from which we (iso) tour through Litchfield, Dutchess and Sheffield counties combined with compelling point of interest stops.

And Friday the 13th? Our route took us past numerous filming locations from the movie “Friday the 13th Part 2.” Suspense, horror, adrenaline and a gaggle of Lotus cars; coincidence?

We look forward to our next gathering in Dutchess County, NY (date tbd) and welcome any and all who fly the Lotus flag with pride. Upward and onward, in a Lotus.



The LLG LLC has Liftoff!

Litchfield Lotus Group has launched, and you're invited along for the ride! If you're within driving distance of Lime Rock Park, we invite you to join our fledgling Lotus, Ltd. Local Group.

Our home base is Lime Rock Park in Northwest Connecticut. We'll use the Park for our gatherings and planned destination drives touring the many interesting places and sites in neighboring Connecticut, Massachusetts, and New York states. Our membership ranges from brand new owners to those intimately familiar with "the Lotus position." We're made up of "tourers" and "racers," and those just interested in the marque. However you like to use your Lotus, we'll be planning events that are sure to interest you.

Heck, we have a racetrack as our home base, so how can this not be fun? You're already a Lotus, Ltd. member so please join us on our next "Lotuscentric" adventure!

Contact me, John Hinman on (860) 693-4434, or Jplantman1@att.net to be added to our e-mail list.

John Hinman





The First-Ever Virtual GYLO

By Bob Collum, for NoVA Lotus Car Club

NoVA Lotus has held a twice-yearly get-together, called Get Your Lotus Out, since 2011. We had been planning GYLO 19 since the start of 2020, but the quarantine forced us to change our plans a little. Unable to meet in person, we decided to have NoVA Lotus members submit pictures of their cars, and hold the GYLO virtually. Our members responded with more entries than we have ever had before – 60 Lotus cars were entered!

We used our club website to display the car pictures and for voting. Kevin McCracken, member and webmaster, was critical to getting this all done. For me, the biggest surprise was the numbers and variety of entries. We had 14 Esprits, but only 9 Elises entered. Other entries included a Mark 9, a Lotus 30, a Lotus Omega, a 340R, an Elise S1, and an Eclat. We also had 7 Sevens. All in all, a great collection of Hethel's finest.

We announced the winners virtually – on a Zoom teleconference with NoVA Lotus members. While it certainly wasn't as much fun as an in-person get-together, it was something to bring our people together, to enjoy the marque we love. I hope we are able to return to an in-person GYLO 20 in the fall.

For the record, the winner in the Evora category (and the newest Lotus entered) was also the Best in Show winner – a 2020 Evora GT. Want to see the entries, and the category winners? Check them out at – <https://novalotusclub.freeforums.net/board/39/categories>

We are all looking forward to a time when we can get together with friends, and drive our cars!

pure escapism



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Escape from the everyday with the Lotus Exige. The nearest thing to a race car you can drive on the road. The 177bhp race-bred engine is derived from its motorsport partner, handling, grip and response are faithful to the

Lotus race philosophy too. The new Exige is a dream for those that like something out of the ordinary. Call for more details now.

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Lotus Cars NEWS

Images © Lotus Cars Plc.

An exclusive new 20th Anniversary edition of the Lotus Exige Sport 410, was unveiled by Lotus in June.





Exige 20th Anniversary



 **Lotus Cars**
NEWS
Images © Lotus Cars Plc.

Exige 20th Anniversary



Finished in a choice of vibrant new retro-inspired colours, the thrilling two-seater boasts higher levels of standard equipment and an enhanced interior package. The Exige Sport 410 20th Anniversary is the perfect way to celebrate this sensational model's impact on the sports car world.

All versions come with upgraded exterior features commemorating the Exige Series 1 launched in the spring of 2000. These are the body-coloured roof, side air intake pods and rear wing, plus the black 'shark fin' stone chip protector ahead of the rear wheel. The nostalgia is carried over to the interior, where there's a choice of different coloured Alcantara trims, and each seat is decorated with panelled stitching which echoes that of that original car.

Also part of the new car's customer appeal is the unique '20th Anniversary' black silhouette logo featuring a striking profile image of the Series 1. It's visible on the front wings above the side repeaters and on the rear bumper. Inside it's embroidered on the seat backs and embossed on the car's dashboard 'build plaque'. A distinctive '20' logo on the rear wing end-plates adds the finishing touch to this highly desirable design.

The Lotus Exige Sport 410 20th Anniversary is available in one of three bespoke exterior colours all taken from the Exige Series 1, namely Chrome Orange, Laser Blue and Calypso Red. In addition, customers can select Saffron Yellow – a colour

reminiscent of the original Norfolk Mustard Yellow – Motor-sport Black or Arctic Silver.

The car's list of standard equipment includes Nitron three-way adjustable dampers. These have variable bump and re-bounce settings that enable the driver to personalise the suspension to suit driving style and environment, for example, on the road or a race track. The front splitter, front access panel and rear tail-gate are all made from carbon fibre.

A number of features which are optional extras on the Exige are fitted as standard on the 20th Anniversary car. These include DAB digital radio with Bluetooth, cruise control, ultra-lightweight forged alloy wheels and an Alcantara steering wheel. Remaining options include carbon fibre sill trim, lightweight lithium-ion battery and titanium lightweight exhaust.

The price of the Lotus Exige Sport 410 20th Anniversary in the UK is £79,900, which represents £5,412 worth of extras over the standard Sport 410. The first cars will be with customers in selected international markets later this year.

Ema Forster, Head of Product Marketing, Lotus, said "The Exige Sport 410 20th Anniversary builds on the Exige's unrivaled levels of handling and performance. This special edition of one of our most acclaimed sports cars ever will continue the Lotus ethos of being born for the track and bred for the road."

Designed, engineered and hand-built in Hethel, Norfolk, the Exige was created to be an ultra-lightweight performance coupe. Critically acclaimed from the moment it was launched and always 'For The Drivers', it is as raw and agile today as it was 20 years ago. The Exige delivers on Lotus' core values of exceptional handling, outstanding grip and aerodynamic expertise. Constructed around a driver-focused interior, it dispenses a pure, immersive and exhilarating driving experience unlike anything else on the road.

Gavan Kershaw, Director of Vehicle Attributes, Lotus, added: "From the very first drives of the development car the Exige displayed new levels of ability. It set new standards for Lotus road and race cars, perfectly illustrating our core values of performance through light weight, aerodynamics and handling. It really is a race car for the road; I've competed and won races in every version of the Exige, from the Series 1 to the Series 3, and always walked away with a grin on my face."

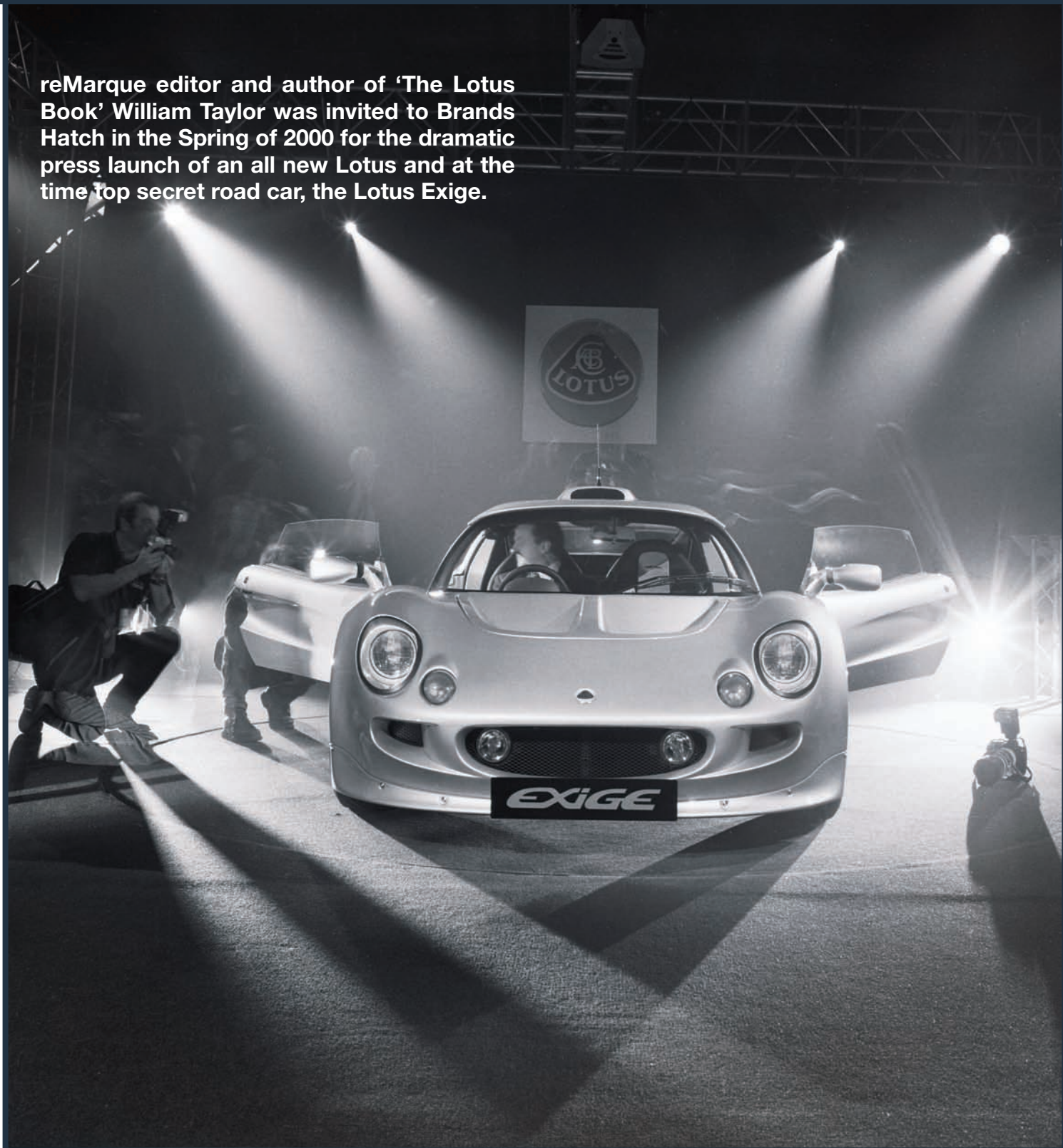


The First Exige Sighting!

by William Taylor

Images © William Taylor.

reMarque editor and author of 'The Lotus Book' William Taylor was invited to Brands Hatch in the Spring of 2000 for the dramatic press launch of an all new Lotus and at the time top secret road car, the Lotus Exige.



Officially launched prior to the first round of the 2000 Autobyte race series at Brands Hatch in March of 2000, the Lotus Exige was the true inheritor of the Elite or Europa Twin Cam reputation as the smallest and quickest of Lotus Coupés and would remain quite a rarity. The Exige was most certainly a track day favourite and became used widely by racing schools as well as the few lucky owners fortunate enough to have ordered one early. The experience for many in just such a track car, even one equipped with the 177bhp production motor (listed at £32,995), rather than the optional 7800rpm 190bhp track-pack motor, was something quite special.

Development of the new 2000 Lotus Exige required harvesting pieces from almost every quarter of the Elise parts bin, but the result was a coupé that earned rave press reviews and more than 600 sales in its short (in Series 1 form) manufacturing life.

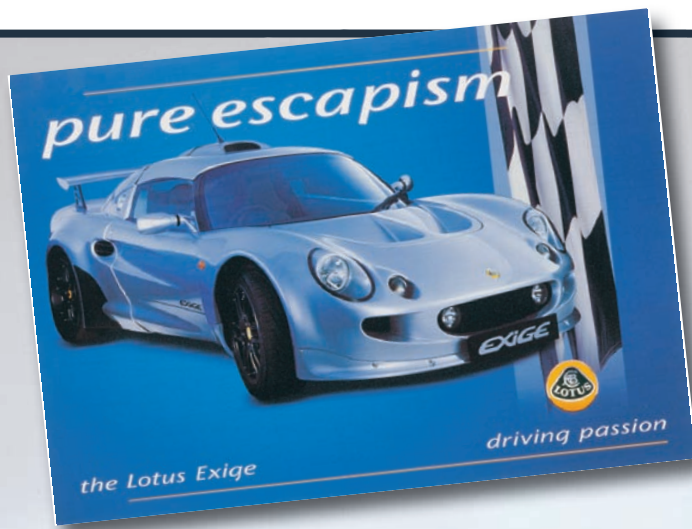
Chief donor was the updated Lotus Sport Elise that had been developed in 1999, and which was fundamentally different from any other Elise (S1) yet seen, having a fixed roof with an integrated air intake on top to feed the

engine bay and induction system. The production K-Series engine boasting either 177bhp or 190bhp was shared with the Elise 340R, as was the 5-speed gearbox and 4.2 final drive. Launch price was initially fixed at £32,995 (but soon dropped by £2000), less than the £33,500 asked for the first Elise Sport 190 or the £35,000 for the 340R.

Compared to the Elise Sport racers, the biggest change that Russell Carr's design team had to face was improving road going aerodynamic downforce over that of any other Elise. They also replaced racetrack impracticalities, adding bigger clearances for the new front splitter and of course abandoning the central driving position of the single seat, race-bred competitors.

Most visibly, the front apron/splitter was raised to allow access over the humps that clutter modern streets and car park access areas. To continue to deliver effective down force with a minimalist undertray/diffuser and still meet European safety regulations, the back wing and its two pylons had to be rounded off. Instead of merely claiming to reduce rear end uplift, Richard Hill and the aerodynamics department delivered downforce of





2000 Exige

by William Taylor



80kg at 100mph, split 45kg at the rear and 35kg forward. The drag coefficient was reported as the usual Elise figure (circa 0.36), a fair achievement with the widest wheels (Rimstock 7Jx16 fronts and 8.5x17-inch rears) and appropriate A039 Yokohamas tyres (of 195 and 225 profiles) yet seen on a production Elise.

The cold air intake was smoothed into the roof and an extractor for hot engine bay air was provided aft, along with a new, polycarbonate tailgate that opened for baggage and engine access. The cowled headlamps were assisted by two auxiliary front lights fitted into the corners of the grille/air-intake.

The body accommodated the usual Elise 40-litre/8.8 imperial gallon fuel tank and asked for nothing more than the cheaper 95 octane unleaded. The two-seat cockpit was home to the Stack instrumentation, plus the engine management controller from Lotus (K4 series). The other electrical units that could require service were hidden beneath a cover. Statistically the Exige owed most to the stretches and tucks of the 2000-2001 season Autobytel racers and made a fascinating number-crunching comparison with the first Series 1 Elise and with the development of the first generation Elise family.

The Exige was simply sensational and would fly by almost everything on the average track day, including 450-600bhp GT2/3 Porsches selling for up to three times the price. It could be tough to overtake the more powerful cars on the straights, but any sniff of a corner and the Exige's fantastic brakes and superior grip would see the little Lotus overhaul pretty much all the high power, high budget opposition quite effortlessly.

British magazine Autocar (see below) was loaned an Exige to run on the road and it was reportedly a deeply satisfying drive, if something of a noise and temperature trial. The air conditioning option was not listed on the original April 2000 factory brochure, but needed to be regarded as a necessity for anybody planning to take their Exige motoring regularly on public roads and through their associated traffic jams. Writing for EVO magazine in September 2000, Richard Meaden summarised the test Exige (W311 TVF with 192bhp specification) with the comment: "If you like your cars to have an equal quotient of power and poise, a harmony of grunt and grip that enables you to exploit every ounce of forward motion and wring the last drop of mechanical grip from the chassis (not to mention a little bit extra from thin air) then the Exige has your name written all over it."



magazine watch IN THE UK

by Foster Cooperstein
Images © Coterie Press

The June issue of Motor Sport looks back at the 70-years of F1, decade by decade. Of course, Jim Clark and Lotus were a big part of the 1960s. The 60s was a decade of change for F1. Driver safety became important, led by Jackie Stewart. It was the era when the Cosworth DFV became the dominant engine after Lotus' one year of exclusive use ended. After Moss' Goodwood accident in the Rob Walker Lotus, Jim Clark became "the driver." Clark in Chapman's Lotus 25 dominated, if he finished. After the change to 3-litre engines in 1966, Lotus introduced the Lotus 49 with the Cosworth engine a stressed member in 1967. Reliability problems lost the 1967 championship but the 49 and Hill, after Clark's death, prevailed in 1968. The 70s started with Jochen Rindt's posthumous championship, driving the old 49 for three races and the new 72 for six races. In 1972 Emerson Fittipaldi won the championship in the Lotus 72. In 1978 Chapman's next breakthrough, the Lotus 79 won the championship with Mario Andretti winning the driver's championship. (9-pages)

See the July Classic & Sports Car for this month's installment of The List which matches drivers and their dream cars. This time it is a Lotus relative – the Ford Escort Twin Cam. It could be called the Lotus Cortina Mk. III – a Ford with the Lotus Twin-cam dropped in. This was a special to be used in Ford's rally program. It uses a strengthened body as well as the wheels, rear axle and front suspension previously used on the Ford Lotus Cortina Mk. II. The drive fulfilled the driver's childhood dreams. (7-pages)

See the May EVO for a 12-page comparison of the Elise Cup 250 with the Caterham Seven 310R and the Ariel Atom 4; all cars selling for under \$65,000 (UK). The bottom line is that all the cars are fun drives, each with its particular pluses, minuses and quirks. The Elise is the most expensive of the three. It is the most "civilized" of the three. The power delivery of the Toyota ZR engine is much more linear than the ZZ engine. The Elise may seem the slowest of the three but it isn't. Other things, like the gear change, are much improved over earlier Elises. While the Elise may be "advanced in age, ... it is as effective, enjoyable and essential as ever. The author found the Caterham "to be fast enough to vividly exciting, while at the same



time not so fast to be alarming ...". The Elise and Atom rate 5 stars; the Caterham 4.5.

Also from the May EVO, is a first drive of Caterham's Super Seven 1600 (6-pages). This Caterham version is another throwback Seven. The car is loosely based on the Seven 270 using the 1.6-litre, naturally aspirated 4-cylinder Ford Sigma engine and a 5-speed manual gear box. It weighs around 1,250 pounds and giving it a 243 bhp/ton power to weight ratio. It gets to 60 in 5-seconds (over

3-seconds quicker than a 1.5 litre Miata). Overall it is a fun car to drive. Some may yearn for more power (buy a 310). If "you dig the retro vibe, the car it's attached to is as brilliant as ever." As is usual with a Caterham, it is on the expensive side – around \$45,000 (UK). Rated at 4.5 stars.

With Stirling Moss' passing, many magazines contain tributes to Moss. The 16th of April Autosport is no exception. There's a picture of the young Moss on the cover, along

IN THE US



with a quote from Susie Moss, his wife, about his death: It was one lap too many. He just closed his eyes. Inside there are two feature articles about him. One is a 12-page biography, the other an 8-page article about his ten greatest races. Of course, his winning the 1955 Mille Miglia in the Mercedes 300SLR with Jenks is the top pick. His 1961 win at Monaco in Rob Walker's underpowered Lotus 18 is rated as his 2nd best win (also the 1st GP win for a Lotus). Autosport wrote, at the time, "His was a miracle drive. The master made motor racing look absurdly simple. It would surprise no one were Moss to be "lent" a Ferrari in the near future."

See the July issue of Aeroplane magazine for an article about Colin Chapman written by Ian Wagstaff.

Motor Sport continues the Stirling Moss tribute with its June issue. There are over 100-pages about Moss. One of the articles is "His Defining Races." Included among these races is his win at Monaco in 1961 in Rob Walker's Lotus 18. He had to drive the 18 rather than the updated Lotus 21 due to a clash with fuel sponsors. The Lotus was 30bhp down to the Ferraris. Moss won the pole, and after having a broken chassis tube welded on the grid before the race started, took the lead on lap 13 and was never headed all the way to the flag. There's also a full article about Moss' 1961 Monaco win (8-pages) as well as a 1-page article about the Type 18. According to Moss, the race was his best race. He said: "I had to drive flat out for all but about 11 of the 100 laps. And I mean flat out. For the first few laps I was

happy to speed up when I felt that I had to keep up with the pack. Going into the last few laps I thought they'd been playing with me, and I was thinking, 'Here we go, this is where they put their foot down and take me.' From what I heard they were given signals by the Ferrari pits to 'give all', but I managed to stay in front.



See the June issue of Road & Track for the next installment of their Caterham build. R&T's editor laid down a rule – in order to drive the Caterham you have to work on the build. As such, a number of the workers weren't, shall we say, willing volunteers. Several of the R&T personnel describe their involvement. Last month one of the builders snapped a bolt installing a rear hub on the DeDion tube. The end result was installing a Helicoil. The continuing rear suspension work resulted in several more trips to the parts store, but after a week's work the car was nearly finished. (2-pages)

It is followed by the July Road & Track installment of "As the Caterham Build Turns." One of the problems of having lots of people involved in a project like this is that sometime the "right hand doesn't know what the left hand did." This led to the battery being wired backwards, resulting in a fried battery and alternator and a handful of fuses. Unfortunately, the alternator is a UK only part and the battery is a unique size. Add in the pandemic and it means spending a lot of money and extended downtime. That should leave them plenty of time to read and re-read the instruction manual, which they write "leaves a lot to the imagination." (2-pages)

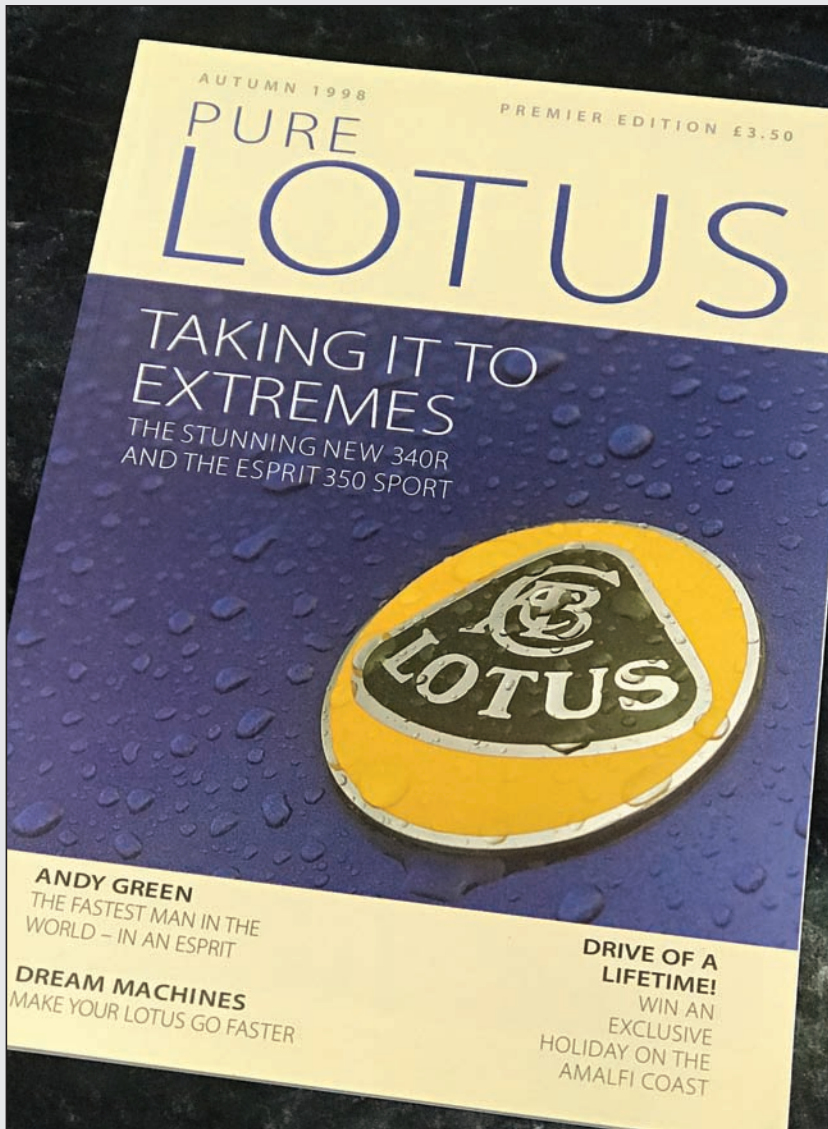
Also in the July R&T, as a sidebar to an article about motorcycles, is a brief piece about driving an Evora GT. The main article is about a convoy from LA to Monterey car week. One rider snuck in the Evora for a day's ride. The Evora held its own. The author found that it "channels the qualities we love in a good bike; it's lithe, engaging, focused." At the end of the day the bikers peeled off their sweaty jackets while the Evora driver complained that the Evora's AC was too cold!

As part of a tribute to Sir Stirling Moss, Racer has a 2-page article about Moss' 1961 season, claiming to be his greatest racing year. That's the year Moss won the Monaco GP in Rob Walker's Lotus 18/21, besting the three more powerful Ferraris to give Lotus its first F1 win. This was the car with the side body panels removed to provide more cooling for Moss. May/June issue, (2-pages plus photo page of Moss at Monaco.)

The July Car and Driver is their GOAT issue – Greatest of All Time, since C&D's founding in 1955. Included in the list of the 42 greatest cars is the 1957 Lotus Seven. The Seven, between Lotus and Caterham is likely the oldest car still in production. They couldn't decide on the GOAT. (1/3-page)

magazine watch

From The Archives



The premiere issue of **PURE LOTUS** was published by Lotus Cars in the Autumn of 1998 to co-incide with two events. The 50th Anniversary of Lotus Cars and the launch of the first Official Lotus Club (OLC) by the Norfolk factory.

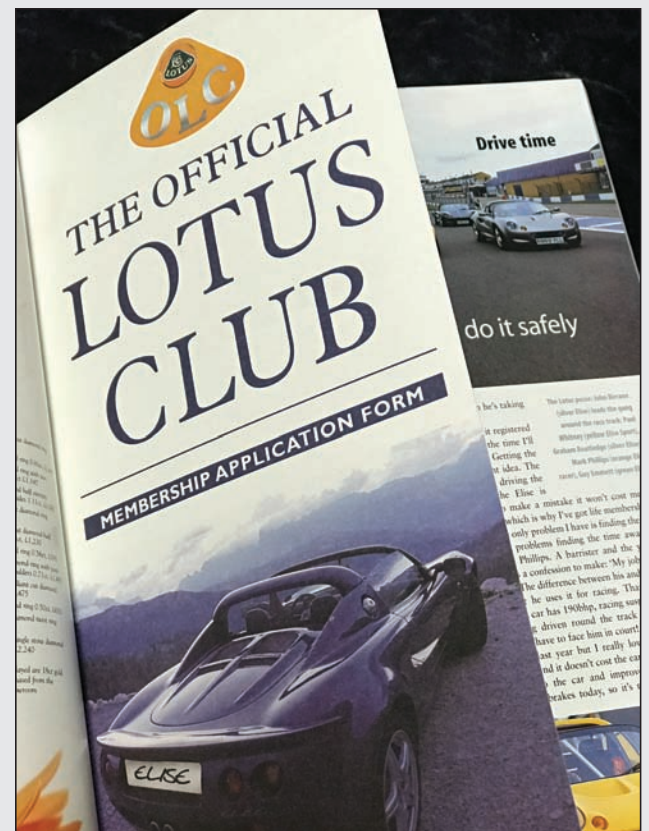
The welcome introduction to the new publication by Chief Executive of Group Lotus Ltd. at the time, Chris Knight said, "While Lotus is celebrating it's 50th birthday it seems only right that we should launch both the first ever official magazine for the marque and our very own Official Lotus Club. We have called the magazine Pure Lotus, because it represents a neat injection of unadulterated Lotus news, gossip, information, history, enthusiasm and, of course, passion."

With Pure Lotus we're trying to bring you the inside line on the company's cars, engineering developments, its aspirations for the future, its past glories, along with the experiences and memories of fellow enthusiasts."

As well as being Lotus employees, we at Hethel are also Lotus fanatics, so we think we know what you want. But if there are any stories we've missed, or anything you're doing with your own car that you think the rest of the Lotus world should hear about, get in touch. We'd love to hear from you."

So I guess Knight either didn't know about, or was happy to ignore the fact that Lotus Cars had in fact produced their own magazine called "LOTUS the Magazine of the Marque" back in the 60s.

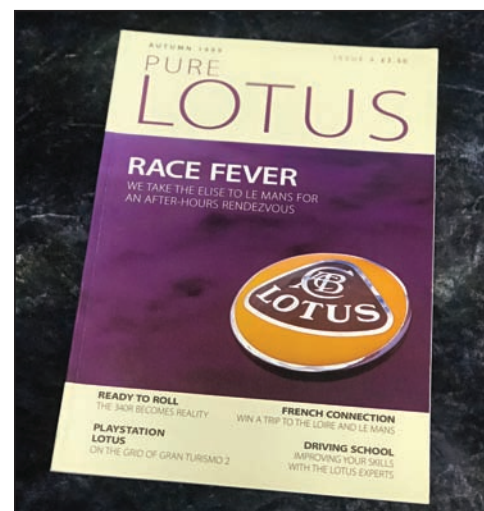
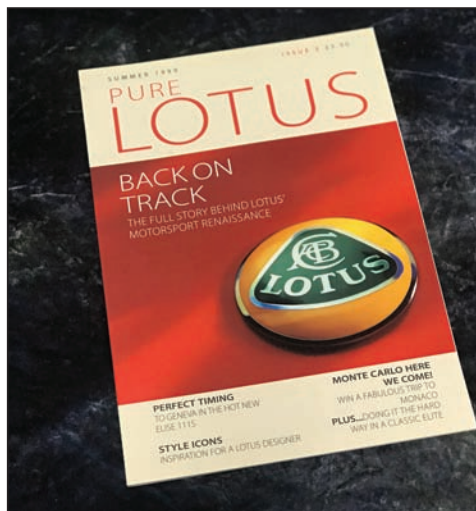
The 66-page, all-colour premiere issue that featured creative photography of Lotus badges taken in the rain





(a common occurrence) by William Taylor on the cover, contained articles on a wide range of subjects. These included stories on the new Elise 340R and Esprit Sport 350, as well as the fastest man on earth Andy Green (who just happened to drive an Esprit), and the turbine-powered Type 56 Team Lotus Indycar that fully deserved to, and oh so nearly won the 1968 Indy 500. There was of course also

plenty written about, and full encouragement to join the new Official Lotus Club.... only £35 for UK members or £40 for anyone outside the UK. You could also sign up for a three-year membership (£80 and £95). Doing this would make sure you received the next 12 issues of the fancy quarterly magazine, if it continued that is. Although the OLC was around for a number of years and morphed into the 'Lotus Club International,' Pure Lotus actually only lasted for 4-issues (shown here) before being supplanted by a somewhat down-market magazine the OLC newsletter in the Autumn of 1998 which started with just 8-pages but did grow to 16 or even 24-pages over the next few years.





Leading the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro, Richard Parramint

For the past 34-years, one weekend always had a special meaning for me. It was LOG weekend and it has always been a large part of me living the Lotus Life. On Thursday night, I would pack up my Lotus for the trip to the Lotus Owners Gathering.

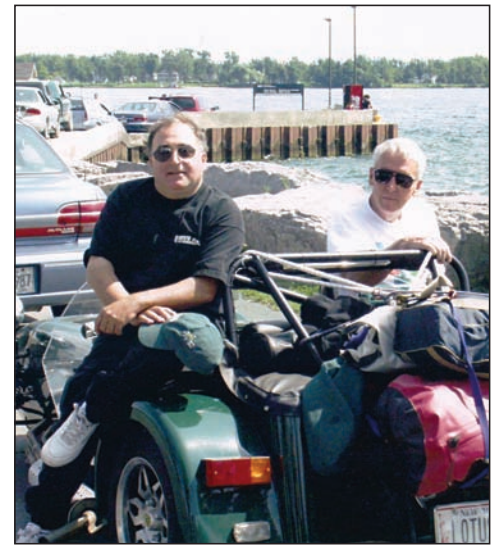
Packing for LOG was always different depending on what car I was driving to LOG. In my early Elan days, the boot would be packed full, with tools and parts taking up about a quarter of the space. I always brought a spare set of points, condenser, fan belt, distributor cap, rotor, throttle cable and about 25-foot of 16-gauge wire. The reason for the wire is that once I was trying to figure out how to wire something on an Elan and I called Ray at RD Enterprises for some help. After discussing it with him for a while, he told me that I was going to have to come to the realization that I am just going to have study the Elan wiring diagram till I know it by rote and by gosh he was right. I do know the Elan wiring diagram completely and the 25-feet of wire would allow me to fix or bypass just about anything on the car. In my middle Caterham years I would load up the boot of the Caterham with tools and the same parts that I would take in the Elan, but I would add a water pump, spare distributor and antifreeze. I would pack all my clothes on the luggage rack that hung off the back of the car. In my later Elise years, all I would pack are clothes. No tools and no parts, not even a screwdriver.

All the trips to LOGs have been an adventure. On Friday morning, I wake up and already feel my pulse starting to race, the smile slowly growing on my face. I used to wonder what the adventure was in these LOG trips and I decided it was the adventure of not knowing if I was going to make it to LOG! While I never did NOT make it to LOG, there were some very close calls and late arrivals! As is LOG itself, the trips

to LOG are all about the friends you travel with and their Lotus cars. There is a special bond created when you travel to LOG with your Lotus buddies!

My first trip to LOG 6 in Vermont I drove without any other Lotus cars as I had just heard about Lotus, Ltd. and LOG. My friend Bill and I planned it at the last minute and did not pre-register. I did not have any close Lotus friends yet and I did not know it at the time, but I was about to meet the future of my Lotus Life at LOG 6. The trip was not as exciting as LOG, as the trip east from Buffalo consisted of replacing three quarts of 90 weight rear end lubricant I deposited all over the cars following me on the New York State Thruway. There was a casting pinhole in the aluminum part of my differential, and we filled that thing up three times on the way to LOG. We did not get to LOG until very late Friday.

One of the most memorable trips to LOG was our trip to LOG 9 in State College, PA. I was driving my 1971 Spyder Elan and we were being led by Will Burnham and Bill Baldwin. We had a group of about eight Lotus cars and I am still friends with most of the drivers to this very day. This was the trip where we found our favorite roads, Route 144 and 44 through the Black Forest in west central Pennsylvania. Route 144 and 44



are two-and-a-half-hours of one of the best driving roads in the country. We took a great panoramic photo of the five of us that I have on my wall in the basement. I smile every time I look at that photo and think about that trip. We have taken that route many times since and it is the definition of living the Lotus life.

On the way to LOG 10 in Akron, Ohio, we had a group of sixteen cars. We decided to split up into smaller groups of four cars and our group ended up all Elans. We were moving well, those in our group being myself, Dave LeBrun, Diane Barrett and Claude Gagne. We were making great time on the back roads when my good friend David LeBrun's Elan just stopped. We quickly decided that the coil was not getting power and that the ignition switch was shorted out. We never leave anyone alone, so Diane and Claude continued on to LOG. I stayed with Dave and using my Elan wiring knowledge, we ran a wire taped to the outside of the car from the battery to the coil. Car started right up and we drove on to LOG.

LOG 12 was a trip to Leesburg, Virginia. I was again driving Elans with my good friend David LeBrun. We took Route 15 down through central PA and I broke down due to a water bottle in the boot shifting and taking a ground wire off the fuel pump. Not a big deal, but David had to tow my Elan with his Elan for about 5 miles on a single lane construction route with no shoulders and Jersey barriers on both sides. The 18-wheelers were screaming by only inches from our tow. I wrapped the tow strap around the roll bar behind me and held the end with one hand while driving with the other hand. I decided to drive with David as I knew it would be fun to drive to LOG with a great friend, both of us driving Elans. Will Burnham was going to join us, but as we had started the restoration on his Elan S2 and it was in the paint shop. He took his Honda Civic SI and drove by himself. It ended up being the last LOG trip I would have been able to make with Will, as he passed away the following year. That was a last trip with a dear friend that I have always been sorry that I missed.

It was on the trip to LOG 14 in Connecticut that I found out the Caterham is water-tight. Well, sort of. We left Buffalo at dusk with a plan to stay the night in the Waterloo, NY. area after stopping to pick up David LeBrun and his brother, all of us driving Caterhams. As we left Buffalo NY, it started to really come down in steady large drops. I had the top off the Caterham and decided to keep it off figuring rain coming down this hard cannot last that long. As we drove across the state it continued to pour. What we did not realize is that the storm was traveling at the same speed as us, going east. By the time I got to Waterloo, I had so much water in the footwell of the Caterham that it was over the tops of my sneakers. Time to drill some holes in the floor! That was a great trip to LOG as after staying the night in Waterloo, NY, Dave LeBrun and his brother Steve joined us with their Caterhams for a wonderful caravan to LOG. Shortly after I arrived at LOG, I was standing in the parking lot of the hotel listening to two guys talking about painting a car. When one guy left, I asked the guy that was still there if he was a painter. He looked at me strangely and said he was an "ARTIST" and walked away. I said to myself, "he must



be one serious painter!". Dave, who was standing nearby walked up to me and said, "Do you know who that guy is?" I said "no." Dave said, "Tony, he is the drummer for Aerosmith!" Oops!

Other memorable LOG trips included the trip to St. Louis and LOG 25. It was the first of many LOG trips with my son Brian. LOG 28 was when a magazine crew joined us for the 'LOG pilgrimage' to Indianapolis to document the trip for a magazine article and I will never forget LOG 33 when I had the experience of having Bob Dance ride with me in my Caterham all the way to Watkins Glen.

I will miss LOG this year, but I will especially miss the drive to LOG. It is always something I look forward to and I have always said it is as much fun as LOG itself. I hope to see you all next year in Salt Lake City!

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CARS FOR SALE

1972 Elan Sprint

Excellent condition in pistachio green (new paint in rare original factory color). Big valve engine, possibly equipped with the special cams from the factory (according to the Wilkins book and previous owner), stainless exhaust, CV joints, electric fuel pump with inertia switch, galvanized Lotus chassis, Panasport



wheels, fire extinguisher, Pertronix ignition, seat belts with inertia reels, LED daytime running lights, electric headlamp motor, factory shop manual, documentation, numerous spares including ignitor, fuel pump, headlight motor and shift knob. Colin Chapman signed steering wheel. \$39,000. Located in Houston. Contact tbsmith@pobox.com or 832-415-69156.

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: MartinLajczok@rocketmanlmt@gmail.com

1967 Lotus Cortina Mk2 Racecar

A genuine MkII Lotus Cortina. Found as a nice street car in Colorado (no rust!) and taken to a local professional race shop 3R-Racing who did a 'no expense spared' build, to make it a top class racecar in the late 80s. All the tricks etc. I have the bills for Lotus Twin-cam taken out to 1600cc that was built by a local specialist engine builder and cost over \$30,000 (and recently refreshed). The full build cost upward of \$75,000, seriously! asking \$55,000. Contact willtaylorphoto@aol.com, tel: 303-570-4437 for more info and pics. Colorado.

1971 Elan Full Spyder Conversion. Spyder Gold Anniversary Edition Chassis. Rolling Chassis assembled by Spyder in the UK prior to import. Full Spyder suspension, roll cage. Plenty of extra HP. Twin Cam bored 40 over. Freshened motor with new rings, bearings, valves, valve guides. high pressure oil pump. Dave Bean 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. \$12,000 (FIRM) 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. \$12,000 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. \$10,500. 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.

CARS FOR SALE

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

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

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

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

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

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. Please contact Gary David gdcomputer@aol.com

1974 Lotus Europa chassis

and running gear with twin cam engine, 5-speed trans, 3 alloy wheels. Also have some bits and pieces, ss header, cracked dash with gauges and other small parts. CFMI. Richard 207-389-1008.

Lotus 7 Steering wheel Off one of the many Lotus 7 Series 2 cars I have had pass through

PARTS FOR SALE

my hands. \$1500. Located in Buffalo NY. Contact Tony on tvacc@lotusowners.com

For S1 Elise

Original factory shop manual (Service Notes) and parts list (Service Parts List) in factory binders. Contact Tom at tbsmith@pobox.com.

Lotus Books & Manuals

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

WANTED

Wanted: Panasport Wheels

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

Lotus Formula Ford Type 51

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

Wanted: 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: 1970 Elan S4 windshield

Please contact Gary David gdcomputer@aol.com

Bumpers for Type 14 Elite

Front and rear. Any condition. Please contact William on willtaylorphoto@aol.com

Lotus emblem hub caps (3 or more)

Please contact Gary David, gdcomputer@aol.com

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