

LOTUS



48/4

reMARQUE



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326 MORRIS AVENUE, SUMMIT, NJ 07901

908.468.2070

LOTUS *re*MARQUE

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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
TONY VACCARO - leading the lotus life
RICH SHEA - utah lotus
WILLIAM TAYLOR - jochen rindt

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
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(205) 322-0650
DOUG MILLER: director at-large
(716) 472-1103
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(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@info@lotusltd.com.

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

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



Rich Shea



Foster Cooperstein



Tony Vaccaro



William Taylor

PRESIDENT

It is very clear that the auto hobby has taken the same hits as our sports, movie, stage, and any number of pastimes during this "never before" time of our lives. I sincerely hope that you, all our members, are staying safe and well.

It is good to see that some of our affiliate groups are getting out with a limited number of events, staying socially distant, and practicing safe distancing in regard to protecting each other from the COVID-19 virus.

Your Lotus, Ltd. board has been hard at work on our new Lotus, Ltd. calendar. It will make a great holiday gift this year. Please see elsewhere in this issue of *ReMarque* on where to purchase it. I would like to thank all the Lotus, Ltd. members that sent in the photos of their cars to be included in the calendar. I would especially like to thank William Taylor, our *ReMarque* editor, for all of his efforts in working on the calendar. Besides making an excellent Christmas gift (to yourself or another Lotus fanatic), you'll be helping out the club in a year where our Lotus Owners Gathering wasn't possible.

As most of you know, Lotus, Ltd. holds a board meeting once a month, usually on the third or forth Wednesday of the month. The past few months we have moved to ZOOM to hold our meetings. I would like to invite any of our local club affiliate officers, or really any other members, to join us on the ZOOM call for the first half hour of the meeting to tell us what your local group is doing, or if just want to meet us and tell us what you would like to suggest for the club. We are limiting this to 4 club members per month. If you are interested in joining, please send me an email. The time for the "open" part of the meeting is 7:30-8:00 Eastern Time on our monthly meeting date.

LOG 40 is now set for September 2021 and we are all really looking forward to seeing Salt Lake City and all of our Lotus friends again. During this time of the year, The Lotus, Ltd. board is usually hard at work preparing for the upcoming LOG, so it is strange to not have that work and that responsibility in 2020.

It is time again for Lotus, Ltd. elections. Please see elsewhere in this issue of *ReMarque* for more information regarding the positions and submission deadlines. Please consider running for a position on the Lotus, Ltd. board.

Living the Lotus Life has been difficult around here in LOONY land. I can't ever remember a time when I have driven my Lotus cars so little. I doubt I have 500 miles total this year. This will get better and the times will change. I am sure of that.

Keep the Lotus faith!

Tony Vaccaro
President, Lotus, Ltd.

Lotus club NEWS

ALABAMA

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

CALIFORNIA

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

CAROLINAS

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

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

COLORADO

Lotus Colorado [LOCO] - TATIANA JORDAN,
Denver, CO, tatiana.jordan@gmail.com

FLORIDA

Associated Lotus Owners of Florida [ALOOF] - DENNIS FRESCH,
Sebring, (863) 699-1623, a1survcomp@aol.com

GEORGIA

Lotus, Ltd. Southeast (LLSE) - SHAUN RAMKUMAR,
Atlanta, GA, (678) 451-9948, shaun.i.ramkumar@gmail.com

IOWA

Lotus Owners Touring Iowa (LOTI) - MARK DOUBET,
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, Brookville, 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

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, rviggins951@gmail.com

PENNSYLVANIA

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

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

TENNESSEE

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

TEXAS

Lotus Owners Of Texas (LOOT) - SCOTT WHITMAN, TX,
(408) 426-3355, slim@acm.org

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

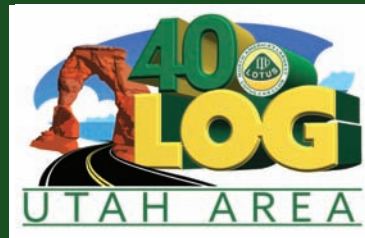
UTAH

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

LOG 40 UPDATE



So, LOG 40, or maybe we should call it, LOG40.1 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 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 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 Austjamleu@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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LOTUS LIMITED BOARD



Request for Nominations

It is election time again! Lotus, Ltd. is requesting nominations for the following positions:

President
Corresponding Secretary
Treasurer
Director at Large
Director at Large

All positions are for two years. The board of Lotus, Ltd. has continued with the change made to the election schedule last year.

Going forward all positions are for two years. Approximately half of the board will be up for election every year. The half

that does not come up for election in year one, will come up for election in year two. This allows for more continuity in that there will always be experienced officers and directors on the board. Nominations will close November 20, 2020. Voting will take place between December 17th and December 31, 2020.

All nominations should be sent to:
info@lotusltd.com or Lotus, Ltd. P.O. Box 15390,
Bradenton, FL 34280

To allow plenty of time for members to get involved, this notice for this election cycle will appear in both this and the following issue of ReMarque.

All correspondence regarding this election, voting and results will be done by E-Blast to your email address on file with Lotus, Ltd.. Information will also be available on www.lotusltd.com

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The 2021 Lotus, Ltd. Calendar

IS AVAILABLE TO ORDER TODAY !!!

The 2021 Lotus, Ltd. Calendar has been printed and is available to order today for immediate delivery!

Every year Lotus owners come together to celebrate their favorite marque and friendships at the Lotus Owners Gathering. This bond of friendship is what brings us together each year, and many of us count down the days until we get to see each other again. Early in 2020 the Lotus, Ltd. board decided there was no better way to mark off the days until our next LOG than an official Lotus, Ltd. calendar. Well things changed and, despite the fact that LOG 40 has been postponed until September 2021, the decision was made to go ahead.

The first ever Lotus, Ltd. calendar has now been produced and following the unexpected COVID delay the calendar will now cover the 15-months from November 2020 through to January 2022.

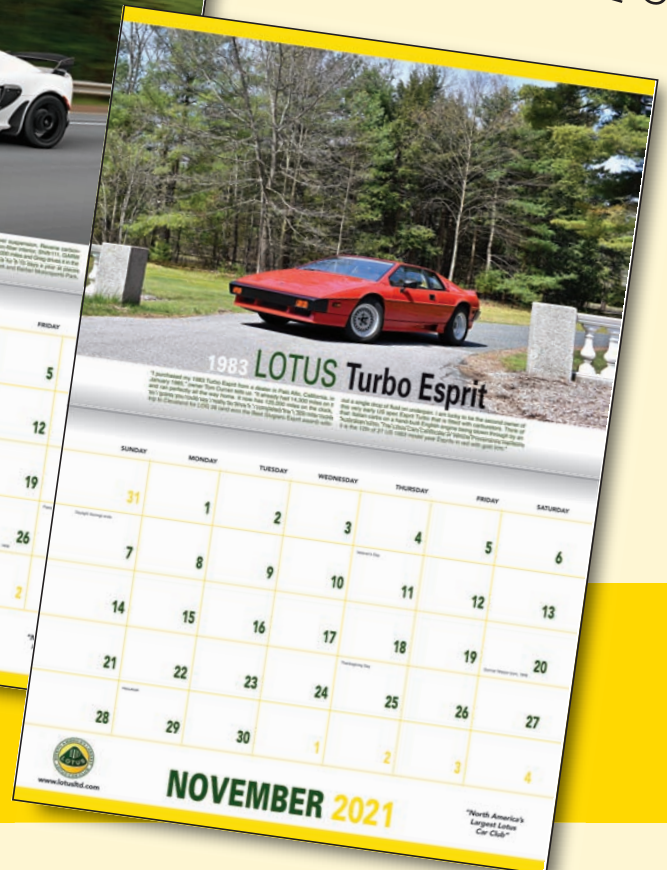
The cover and each of the 15 months feature 17 stunning images of club members cars that were sent in earlier this year. The final page of the calendar has images of all the cars that came close but unfortunately didn't make the main pages. Each month opens up to a full 12x18-inches and shows the car image as well as the month.

This is a calendar to be used, and although there are no upcoming 'events' listed by date (we're sure you can understand why) except LOG 40 of course, which we know will go ahead, each day has ample space to write in what is happening in your world. Public Holidays and Important dates that aren't subject to change have been listed, as well as number of significant Lotus Anniversaries that we thought you might like to know about.

You can order now for delivery in plenty of time to start using the calendar on November 1st, or to hide away for a Christmas present for all your friends and family who will simply love it.

You can order from the Lotus, Ltd. website at lotusltd.com or from the Coterie Press website at www.coteriepress.com.
Please be aware that 100% of the sales value of each calendar sold through Coterie Press will go to Lotus, Ltd.

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Utah Lotus Owners

I Love this Drive! (aka. testing LOG40 drives!)

by Rich Sheya

Images © Rich Sheya

Our April Utah Lotus Owners Coalition drive was invaded by the exotic car club! About 20 Lotus of various vintages showed up along with a compliment of Ferraris, McLaren's (including a Senna!) and Lamborghinis. What a group! We started from the Ikea parking lot then drove south on Redwood Road, past the shiny new town of Saratoga Springs and on to the open road. It was a beautifully clear day. We drove through the orchards of Elberta, where Elberta peaches are grown, and on to the ghost town of Harold where we stopped at an abandoned gas station. Right across the street is an ancient Sinclair station, the kind with the gas pump with the glass bottle on top, which makes a terrific photo opportunity. Having a battery issue with my '83 Turbo Esprit, I got a jump start then turned around and headed home. Some of the group continued west through the abandoned Tintic Mining district, the ghost towns of Dividend, Mammoth and the almost ghost town of Eureka before turning north on the old Pony Express road. They continued on through Skull Valley and the almost ghost town of Ophir, the chemical weapons disposal facility, and into Stockton, to end up on I-80 and the short freeway drive home.



Larz Anderson Auto Museum

Lawn Events - 13th September

by Tom Curran

Images © Tom Curran

The Larz Anderson Museum in Brookline MA, like all other businesses, is now mandated by a raft of strict state and town guidelines that must be adhered to in order to ensure the future of events at the facility. So, by dividing registrations for the annual Larz Anderson Lawn show into two groups of 50, and effectively holding two car shows (morning and afternoon) the museum were able to maintain a high level of social distancing.

The morning session saw 43 cars signed up for the 50 slots at the 'All British' show. Lotus, Ltd member Tom Curran, complete with obligatory mask of course, was the only Lotus representative, but his immaculate, bright red, 1983 Turbo Esprit certainly stood out amongst the crowd of seemingly 'green' (OK there were a couple of other red) cars and bikes!

It seems Tom's Esprit has been getting a lot of press recently and is the November feature car on the recently released Lotus, Ltd. 2021 calendar (see page 8 to order your copy)



LOTUS TO ESTABLISH NEW ADVANCED TECHNOLOGY CENTRE AT UNIVERSITY OF WARWICK WELLESBOURNE CAMPUS

In July 2020 Lotus announced the development of a dedicated and specialist advanced technology centre which will also be home to the headquarters for the company's engineering consultancy.

Located on the University of Warwick's Wellesbourne Campus, the new facility is established in partnership with WMG at the University of Warwick. WMG is an international leader in successful collaboration between academic research, teaching, training, and industry. The substantial facility consists of offices, workshops and laboratory space with ample opportunity for expansion.

Initially, 130 engineers will move in, complementing the 500-strong engineering team at the home of Lotus Cars in Hethel, Norfolk.

Matt Windle, Executive Director, Engineering, Lotus Cars, said: "This is a big step forward for Lotus and our engineering consultancy. The new space, facilities and job opportunities at Wellesbourne will be in great demand as we rapidly build our portfolio of external projects. Our team and specialist skills have grown

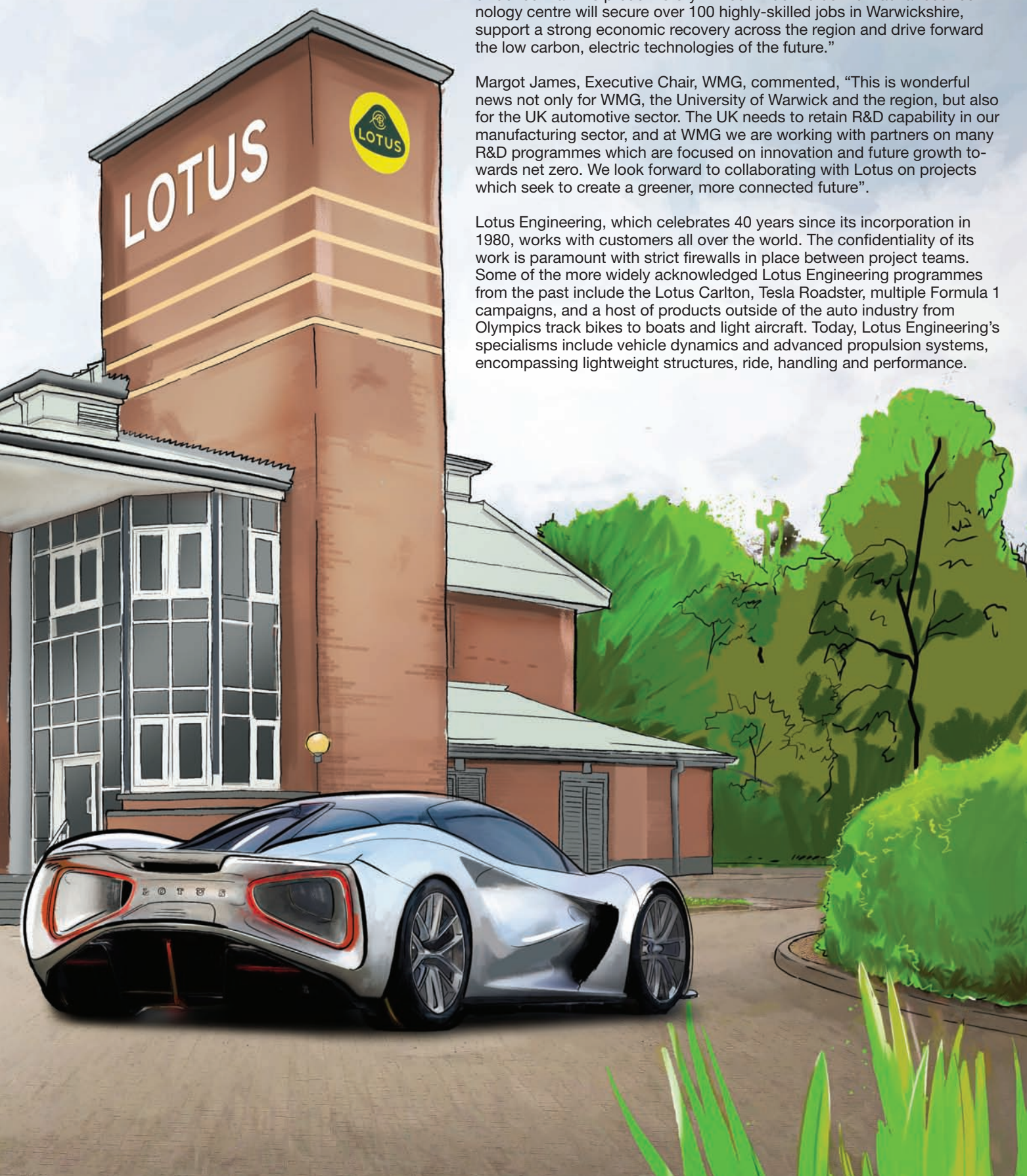
significantly in the last two years as renewed impetus has been put in to the business with new shareholders and management. The all-electric Evija hypercar is the first new Lotus Cars product for us to deliver, with significant focus on this at Wellesbourne as we complete the project and continue to advance its technologies for our future programmes."

Phil Popham, CEO, Lotus Cars, added, "Wellesbourne offers an excellent facility, with plenty of expansion potential, and will be the perfect home for our new advanced technology centre. Our engineering and R&D strategy around advanced propulsion systems is lock-in-step with the Government's vision and broader global ambitions for a low-carbon automotive future. We look forward to working in collaboration with Government and with our new campus neighbours on this future. Having research partners at the University and WMG will bring significant benefits, as will the Midlands location, which is both very accessible and home to a rich pool of automotive talent."



Lotus Cars
NEWS

Images © Lotus Cars Plc.



Nadhim Zahawi MP, the UK Government's Business and Industry Minister, said, "The West Midlands has long been the beating heart of the UK's automotive and engineering industries, and this announcement is further evidence that this proud history will continue. Lotus' new advanced technology centre will secure over 100 highly-skilled jobs in Warwickshire, support a strong economic recovery across the region and drive forward the low carbon, electric technologies of the future."

Margot James, Executive Chair, WMG, commented, "This is wonderful news not only for WMG, the University of Warwick and the region, but also for the UK automotive sector. The UK needs to retain R&D capability in our manufacturing sector, and at WMG we are working with partners on many R&D programmes which are focused on innovation and future growth towards net zero. We look forward to collaborating with Lotus on projects which seek to create a greener, more connected future".

Lotus Engineering, which celebrates 40 years since its incorporation in 1980, works with customers all over the world. The confidentiality of its work is paramount with strict firewalls in place between project teams. Some of the more widely acknowledged Lotus Engineering programmes from the past include the Lotus Carlton, Tesla Roadster, multiple Formula 1 campaigns, and a host of products outside of the auto industry from Olympics track bikes to boats and light aircraft. Today, Lotus Engineering's specialisms include vehicle dynamics and advanced propulsion systems, encompassing lightweight structures, ride, handling and performance.



RIP Jochen

CTL Remembers it is 50-years since the death of the 1970 World Drivers' Champion



Remembering **JOCHEN RINDT**

by William Taylor

Images © Ian Catt Collection - Coterie Press Ltd

You couldn't fail to notice Jochen Rindt. Apart from his distinctive looks, unruly hair and slightly dishevelled 'European' style of dress, every on-track image of him seemed to be an exuberant exhibition of opposite lock. In the days before downforce crushed the visual excitement of an impending loss of rear grip, power sliding and Rindt went together. It didn't matter whether it was a bulky Cooper-Maserati F1, a nimble F2 Brabham or even a be-winged Formula 1 Lotus. The result was always the same, with extrovert skill providing those heart-stopping moments of total car control.





Remembering JOCHEN

Few drivers of the post-War Grand Prix era have prompted such debate as Jochen Rindt, the seemingly arrogant, self-confident, Austrian driver who claimed the sad distinction of becoming the sport's first, and still only, posthumous World Champion. It was 50 years ago this September that Rindt crashed fatally under braking at the Parabolica corner during final practice for the 1970 Italian Grand Prix at Monza, ending a spectacular career which had unbelievably had started less than ten years earlier.

Jochen Rindt was one of the drivers who helped form my earliest impressions of the sport. Although I lived close to Crystal Palace, I wasn't at South London's memorable Formula 2 London Trophy meeting in 1964 at which the little-known Austrian driver took his black Brabham-Cosworth SCA to a splendid victory over a host of established rivals including Jim Clark and Graham Hill. From that moment onwards, Rindt would feature strongly in my personal archive of racing memories, mainly through attending the Formula 2 race held each year at Thruxton on Easter Monday.

Jochen Rindt was born in Mainz, Germany, on April 18, 1942 and after both his parents were killed in an Allied bombing raid when he was only 15 months old, he went to live with his maternal grandparents in the Austrian city of Graz. Always something of a rebel, he took very little interest in the family spice importing business of Klein and Rindt. He learnt to drive at the wheel of a Volkswagen and caused so much disruption at school that as a teenager he was sent to England to learn English.

On his return to Austria that he began to become seriously interested in cars and his antics on the local roads round Graz in company with his friends, who included Helmut Marko, gained notoriety. Rindt first came to prominence though in 1963, when he acquired an old Cooper Formula Junior. From the outset of his single-seater career Rindt demonstrated a distinctive brand of unrestrained, enthusiasm behind the wheel. He was quick and incredibly wild, but won his second-ever Formula Junior race with the Cooper at Cesenatico in Italy. For the 1964 season he moved up to Formula 2, buying a brand-new Brabham-Cosworth SCA and it was with this machine that Rindt really made his name over the Whitsun weekend in two well-publicised British Formula 2 races. He qualified on pole position at Mallory Park, finishing third in the race behind the works Lotus cars of Jim Clark and Peter Arundell, but at Crystal Palace he astounded everybody by winning in brilliant style.

From this point onwards he never looked back. His first ride in a Grand Prix car came in the 1964 Austrian Grand Prix before in, 1965, he was signed up to partner Bruce McLaren in the works Cooper team. There was success in

other categories, however, most notably at Le Mans where he and Masten Gregory drove an obsolete NART Ferrari 250LM to a memorable victory. And, of course, he kept his hand in amongst his Formula 2 rivals, which at that time included most of the contemporary Grand Prix stars. Right up until the end of 1968, Rindt drove for the famous Winkelmann Racing F2 equipe, managed by his friend, the taciturn Alan Rees who was to become a director of the Arrows Grand Prix team. While his Formula 1 fortunes were somewhat low, Rindt managed to keep his reputation alive by what amounted to near-total domination of Formula 2 for the best part of four seasons.

At the start of the three-litre Formula 1 in 1966 Rindt found himself armed with the ungainly looking Cooper-Maserati V12, a machine which generally performed rather better than its appearance might suggest. It was at the wheel of this device that Rindt began to lay the foundations of his briefly successful Grand Prix career. Throughout 1966 and '67 Rindt never quite managed to score a Grand Prix victory, despite the fact that team-mates John Surtees and Pedro Rodriguez both made it to the winner's circle. By the end of the '67 season Rindt was clearly looking for something more competitive and signed to drive alongside Jack Brabham for the 1968 season, the two men quickly forging a warm and easy-going partnership based on mutual respect. Unfortunately, the whole year turned out to be an unmitigated disaster largely thanks to the unreliability of the newly developed four-cam Repco V8 with which the Brabham team hoped to match the sensational Cosworth DFV.





Jochen Rindt retired from the 1969 Brands Hatch Race of Champions with a lack of oil pressure in his DFV-powered 49B-R6 that brought on engine failure around mid-distance

There were brief flashes of Rindt's tremendous talent: pole position by a huge margin at Rouen and third place at the rain-soaked Nürburgring, but otherwise the season was terrible. For 1969 Jochen took the decision to sign for Colin Chapman's Team Lotus.

After the loss of Jim Clark, in Chapman's mind, Jochen was quite simply the fastest man left in the business, but the 1969 season was stormy and turbulent for the Lotus team. A succession of mechanical failures seemingly destined permanently to deprive Rindt from taking that first, elusive Grand Prix triumph. Rindt should have won the 1969 British Grand Prix at Silverstone. Easily taking Pole in the 49B, Rindt was clearly asserting himself over Stewart's Matra when a rear airfoil side plate worked loose and began touching one of his rear tires. He made a quick stop for the offending item to be ripped off, but by the time he was back in the race Stewart was long gone and Rindt could only finish fourth. It was the lowest point of his relationship with Chapman, who by that stage was so heavily committed to the Lotus 63 4WD project that he actually sold the team's 49Bs. Rindt demanded that he be given one of the old cars for Silverstone, so Chapman had to borrow one back from Jo Bonnier!

At the end of the season, Rindt finally won his first Grand Prix, scooping the season's big money prize for his triumph in the United States Grand Prix at Watkins Glen. The dreadful luck that had seemingly gone against him for so long had turned in his favor.

Rindt's personal relationship with Chapman was still pretty tempestuous and he looked at the possibility of returning to the Brabham team for 1970. Jack made it quite public that he would consider retiring if Jochen returned to the fold, but

there was no way Chapman was going to lose the quickest man in the business. So the two patched up their differences and did a deal for 1970. Chapman, of course, had a demon new weapon up his sleeve, the iconic Lotus 72 which was destined to re-write the parameters of contemporary Grand Prix car performance in a manner so typical of the Lotus marque. Rindt, initially at least, said that he'd prefer to stick with the Type 49 and started the European season with an archetypal Rindt race casually motoring round for the first half of the Monaco Grand Prix in the middle of the field, before suddenly getting the scent of a chance of victory. From that moment onwards he went like the wind, shattering the lap record on his final tour and flustering dear old Jack Brabham into a last corner slide into the straw bales. It was an epic performance by any standards.

Eventually the Rindt/Chapman chemistry began to bear fruit with the Type 72 and the victories came thick and fast. Zandvoort, Clermont-Ferrand, Brands Hatch and, lastly, Hockenheim where battling with Jacky Ickx's new flat-12 Ferrari, Rindt never had any doubt that his Lotus was sufficiently superior to pass the Belgian any time he wanted to. And so it proved, Rindt breezed by on the last lap and, in a rare tribute to Chapman, remarked "a monkey could have won with this car today, it's that good!"

Engine failure claimed Rindt's Lotus 72 in his "adopted home" Grand Prix at the Österreichring, and then came the tragedy of Monza when Jochen's car crashed heavily under braking for Parabolica. My hero who had the 1970 World Championship in his pocket, was gone.



Lotus Cars NEWS

Images © Lotus Cars Plc.



LOTUS
CERTIFICATE OF VEHICLE PROVENANCE

VEHICLE IDENTIFICATION NUMBER	SCC0R05108H4310070
ENGINE NUMBER	CE010 B012 18984
DATE ISSUED FROM PRODUCTION	2 nd February 1981
MODEL	Esprit
VARIANT	Turbo (1981 Model Year)
BODY COLOUR(S)	Silver Diamond metallic (A03)
TRIM COLOUR(S) / MATERIAL	Red / Leather
OPTIONS	Metallic paint, Roof-mounted radio, Full leather, Air conditioning
SELLING DEALER / COUNTRY	Lotus Cars Ltd. / UK
SPECIAL MENTION*	1 st of 9 1981 Turbo Esprit for the UK in Silver Diamond Allocated to Lotus founder Colin Chapman to unique specification
ISSUED TO	Lotus Cars
DATE	10 th August 2020
ANDY GRAHAM	Company Archivist



Lotus Cars: Certificate of Provenance

Lotus launches new Certificate of Provenance programme by honouring Colin Chapman's last car – newly acquired by Lotus

Lotus is launching a new Certificate of Provenance programme, revealing the first recipient as a stunning and celebrated Turbo Esprit that was the final 'company car' of Lotus founder Colin Chapman.

The 1981 model has recently been acquired by Lotus and following a sympathetic restoration will join the company's collection. The new Certificate of Provenance is designed to appeal to owners of Lotus cars from any era, who could buy one for themselves or receive it as a gift from friends or family. It is delivered in a distinctive 'For The Drivers' Lotus presentation box, which contains.

- The Certificate of Provenance – printed on premium paper, this provides a summary of the car's details including the VIN, paint colour and specification. The certificate also notes the date on which the car completed its production at the Hethel factory and was passed to the Lotus sales team.
- The Build Specification Letter – drafted using detailed vehicle information from the Lotus archive*, this document provides more in-depth information about the car, including its engine, transmission, standard features and optional extras.
- A personalised letter to the customer signed by Phil Popham, CEO, Lotus Cars, thanking them for their purchase and updating them on the transformation which is taking place at Lotus.

The three documents are presented in a simple black envelope placed inside the presentation box. Beneath it is a selection of Lotus collectables, including an aluminium plaque engraved with the owner's name and information from the Certificate of Provenance; a leather Lotus keyring; a carbon fibre bookmark featuring the brand's nine most significant motorsport laurels; a presentation tin of four badges; and a Lotus ink pen. The Certificate of Provenance is available worldwide through Lotus retailers. In the UK it costs £170 + postage. Prices in other markets may vary.

The 1981 Lotus Turbo Esprit has the UK registration plate UVF 464X and was first registered to Lotus on 1 August of that year. Its own Lotus Certificate of Provenance reveals it was allocated to company founder Colin Chapman for his exclusive use. Following Chapman's death in December 1982, it was sold by Lotus in July 1983 and has been in private hands ever since, covering just 11,000 miles and regularly maintained. Finished in metallic Silver Diamond paint with 'Turbo Esprit' decals, the factory-fitted optional extras include a full red leather interior, air-conditioning and a Panasonic audio system integrated into the headliner.

However, the specification is completely unique as it has several features added at the request of Chapman to improve his own driving comfort and enjoyment. These include power steering – it was the first Esprit ever to have this technology – plus modified and lowered suspension, modified brakes and BBS Mahle lattice alloy wheels.

Phil Popham, CEO, Lotus Cars, commented: "What better way to launch our Certificate of Provenance than by showing how it has validated the celebrated history of an iconic and unique Turbo Esprit. The Lotus archive is a fully catalogued database of information and can provide a wealth of insightful facts on any Lotus car from any era. It's the perfect gift for a Lotus owner anywhere in the world."

Speaking about the unique Turbo Esprit, he added: "This is an iconic and unique car from the Lotus back catalogue, personalised by our founder Colin Chapman and with a truly fascinating provenance. It deserves its place in our collection and we're looking forward to showing it off."



magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

Martin Donnelly, our LOG 39 featured guest, talks about his F1 accident and what he has been doing with life since then. In 1990 Donnelly was part of a group of young talented drivers making their way into F1. On 28 September, at Jerez, Donnelly had a horrendous accident as his Lotus 102 hit a barrier and disintegrated, leaving him sitting in the middle of the track, strapped to his seat, his legs badly broken. The doctors wanted to amputate them but F1 doctor, Professor Sid Watkins, saved his legs. Donnelly was left with one leg shorter than the other and fought through other injuries, returning to racing through running cars for emerging group of racers. Today Donnelly is back at Lotus as the chief instructor of the Lotus Driver Academy. He also served as a driver steward for F1 and is in charge of driving standards at the Goodwood Revival and Member's meeting. If you'd like to know more about Donnelly, look for the book he's writing "What If?" Autocar, April 29 (1½-pages).

The Stirling Moss tributes continue with the May issue of GP Racing (formerly F1 Racing). Nigel Roebuck talks about Moss, saying that he considered his 1961 Monaco win in the year old, and underpowered, Lotus 18 one of his best. There's a great photo of Moss racing the car. (4-pages). That piece is followed by the full 2013 interview by Maurice Hamilton (6-pages). Also in this issue is an 8-page article about non-championship F1 races, something that sadly ended in 1983. The first one talked about was the Race of Champions in 1965. Jim Clark won the first heat but ran into trouble when he crashed during the second heat. Team mate Mike Spence took the lead and went to win by almost a minute when Brabham's engine failed. Nine other races are profiled. There are also brief capsules about the Top Ten of these NC races (Lotus figures in 5 of them).

There's a white Turbo Esprit HC (with skis) with a snowy background, on the cover of the July Octane. Inside there is a 13-page article about the car's recent journey to Cortina to look for sights from the James Bond film *For Your Eyes Only*. They stayed at the Miramonti Majestic Grand Hotel, the hotel where Roger Moore and the crew stayed while filming the movie in 1981. While there, they visited the room used by Moore - #308. The white Esprit was blown up early in the film and was replaced by a Copper Fire

version. The directors wanted the copper car because the white one didn't show up well against the snow. First stop was the ski jump, then on to the ice rink where the copper Esprit was used in a night time scene. Next was a drive into the mountains, to a nearby summit. Interspersed in the article are sections from the notes of the then Lotus PR man Don McLauchlan. One piece describes the deal for *The Spy Who Loves Me*, made with the Bond films' producer, Cubby Broccoli, a handshake deal. Lotus supplied 2 cars, seven bodyshells and lots of bits and pieces. It cost Lotus around \$30,000 and is still generating dividends today.

Among the cars profiled in 'Hard and fast Rules' in the June issue of EVO are the 2-Eleven and the Caterham JPE (Jonathan Palmer Evolution). (1/2 page each). The author writes: "this ugly duckling attracts for all the right reasons." The car does everything to feel you're driving a race car every time you're in it. He recounts driving one, 12 years ago, through France chasing a pair of other reviewers thinking he was driving down the Mulsanne Straight. The Caterham reviewer describes it: "It was insane how dangerous it felt, how on the edge it was. Everywhere. So it really was all about what you, the lunatic flailing away behind the wheel, wanted to do with it." He says that it is still the "most unhinged road car I have ever driven."



The August/September issue of Absolute Lotus (issue #14) is out. The Lotus Carlton is featured on the cover and there's a 8-page article inside. The Lotus Carlton is the ultimate "wolf in sheep's clothing" car. Interested in an Esprit S1 or S2? See the 6-page buyer's guide. Other feature articles include the first part of an article about Lotus at Le Mans (6-pages), a profile of Lotus driver Trevor Taylor (5-pages), driving a Europa T/C (5-pages), why Lotus racer Johnny Mowlem loves his factory supplied updated street Evora (6-pages), a road trip from England to Spain in an Exige 410 (6-pages), Jim Clark at the 1966 International Rally of Great Britain (2-pages) and an interview with long time Lotus seller Guy Munday (5-pages). Also – the regular columns – products, models, Looking Back, Ghosts of Magazines Past.

In 1968 a pair of Uruguayans decided to build Lotus Sevens in South America. One of them had contacts with the factory, as he had delivered Cortinas to Hethel for Ford. They were licensed to do so and decided that Argentina would be a bigger market and had a local car industry that could supply components. They used Fiat components rather than Ford ones because they were widely available and the local Fiat branch was interested in supplying them. The fellow, located in England bought and assembled a Seven kit and shipped it to Argentina. It was then



IN THE US

dismantled and the parts were used as samples for the local suppliers. The car debuted in July 1969 and production started the next year. The prototype used a Fiat 1500 pushrod engine, gearbox and differential, although the production car used a 1600 engine. Forty-seven cars were built before production ended in 1975. All were fully built cars. The last eight or so cars used the Fiat 1.6-litre twin-cam taken from the local Fiat 125. The article features chassis 1044, which recently emerged from a 30 month restoration. 2-pages

Nick Grewal's ex-Sebring Elite is the subject of a 6-page article in the July Motor Sport. This is one of the earliest Elites, chassis 1015. It was to have been driven by Colin Chapman, Jay Chamberlain, Pete Lovely and Sam Weiss in the 1959 Sebring 12 hour race. Chapman and Lovely were the drivers for the race but, unfortunately, the engine in the other team car blew during the race and they turned over the car to Chamberlain and Weiss, who finished second in class behind an Alfa Giulietta and fifth in the GT category. It is one of the prototype cars, built at Tottenham Lane, before Lotus moved to Cheshunt. There are a number of differences between this car and later production cars. It has fuel tanks in the front wings, the shock towers are triangular, and the bumpers were handmade of chromed brass. The car had disc brakes, unlike the Ferrari, Alfa and Porsches it competed against. The author drove the car and found it to be a "revelation". It felt like "a sports racer, not a road car". The car was

to have been shown at the LOG 39 concours but didn't make it. Nick, and the Elite, can often be found at vintage races across the country, particularly those in the New England area.

The Evora GT410 gets a brief test drive in the 24 June Autocar (1-page). This version is powered by a supercharged Toyota 3.5-litre V6 coupled to a 6-speed manual gearbox. The car has a hydraulic power steering system and a mechanical limited slip differential. The car is a bit more "comfortable" than the Sport version. Even though it has "back seats" and some luxuries, the car is quite light, weighing about 3,000 pounds. The suspension is a bit softer, the car has AC and a reversing camera as well as heated seats and sound insulation. There is also an optional Sports Pack available, but that defeats the point of this Evora version. The bottom line is that this Evora is an easier car to live with. Some of the Evora's foibles continue such as the dated switchgear, low-volume plastics and the unusable rear seats. But the car remains a superb driver. The car is "still just about as lean and direct as dedicated road cars come." Probably the biggest knock about the car is that it is expensive, particularly when compared to the newer competition such as the 911, and the entry level Alpine A110. Cost? About \$110,00 (UK price) and rated 4-stars.

Bert Levy writes about the Coventry Climax FW series engine in the July/August Vintage Motorsport (1 page). Coventry Climax developed the engine from a fire pump engine developed in 1951. It was light, compact, powerful and sturdy and was built to run for 24 hours straight. It was all alloy SOHC engine with wedge compression chambers. After they displayed the fire pump at the 1953 Earls' Court Motor Show, Colin Chapman persuaded Coventry Climax to build a 1098cc version, the FWA, for use in the 1100 cc racing class. Coventry Climax built other versions of the engine such as the 1460cc FWB and the 1220cc FWE, the engine used in the Type 14 Elite. These engines showed up in many other Lotus cars such as the IX and the Eleven. Chapman even got Coventry Climax to build a special 750cc version which powered Cliff Allison and Keith Hall to 14th overall and 1st in Class H, plus won the coveted Index of Performance in the 1957 Le Mans 24 Hours.

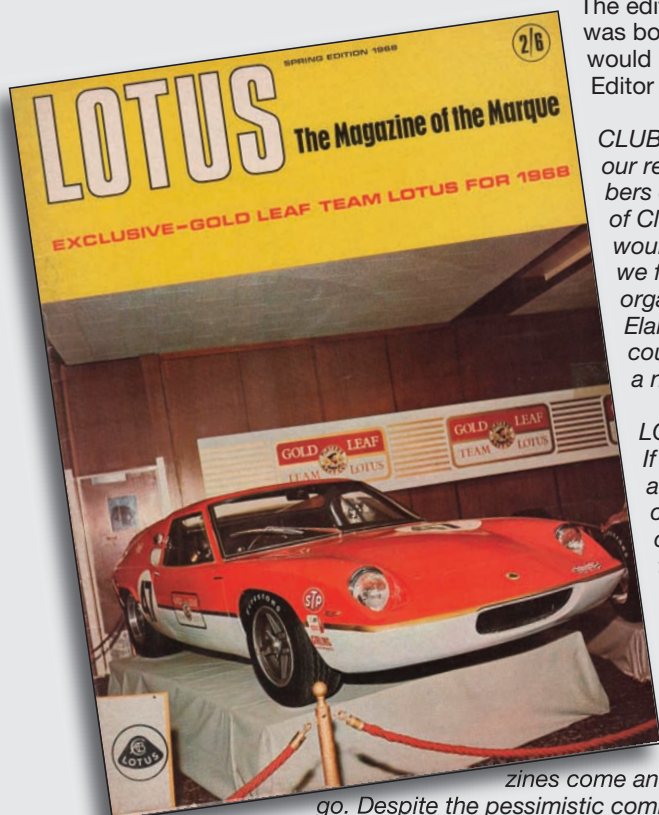
Also in the July/August Vintage Motorsport is an article about John Morton (4 pages). Morton is best known for winning championships driving the BRE Datsuns to many victories, particularly his exploits in the 510s. His first race car was a Lotus Super Seven which he traded for a Lotus 23B in 1964. He highly modified the car, including trading the Lotus Twin Cam for a Porsche engine, ending up with a twin to George Follmer's USRRC championship winning car.

magazine watch From The Archives

by William Taylor

Images © Coterie Press

The first issue of 'LOTUS –The Magazine of the Marque' was published quite appropriately, by Marque Magazine Publications of Yarmoth Road, Thorpe St. Andrew, Norwich in September 1967. To the best of my knowledge, and despite the promises made by the editor D Purvis that this would be a long lived publication, there were just five issues printed and sold for the princely sum of 2 shillings and sixpence!



The editorial statement on page three was bold and positive, so I thought it would be interesting to hear what the Editor David Purvis had to say:

CLUB LOTUS. "We hope that many of our readers will be members, ex-members or previously intending members of Club Lotus. Club Lotus was officially wound up in January of this year, but we feel that there must be some organization for the thousands of Elan owners and enthusiasts in this country and abroad. We suggest a new start using the name:

LOTUS SUPPORTERS CLUB.

If anyone would be prepared to attend a meeting at a reasonably central location to form such a club would they please contact this magazine at the address shown on this page. We know that the factory will lend us their support, but such a club will only succeed if it is run by its members.

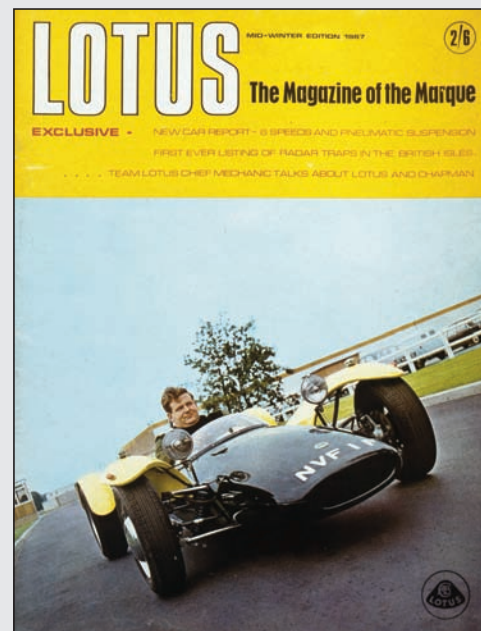
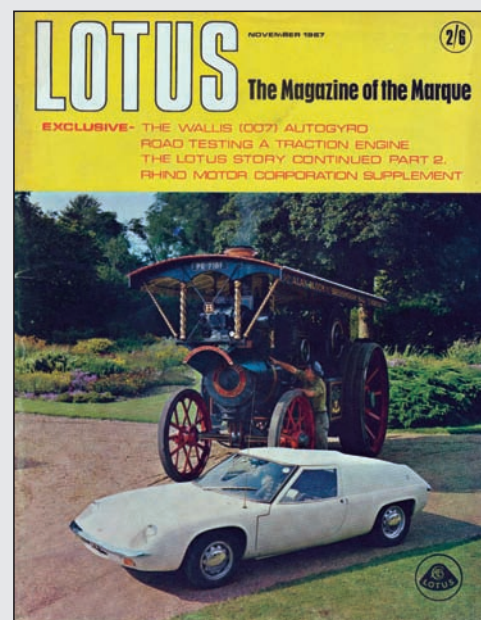
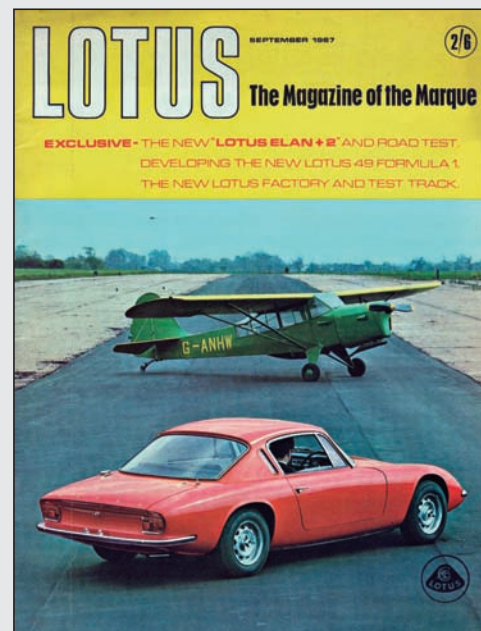
EDITORIAL: Motoring magazines come and go, usually, these days they go. Despite the pessimistic comments of our colleagues in the publishing business we are confident that the magazine Lotus will share with its famous subject company and products a long and prosperous life. LOTUS—the Magazine of the Marque is not an off-shoot of the Lotus publicity machine but an independent venture with direct access to Chapman, Lotus and all that implies. We will not hesitate to criticize and we hope that our comments will always be viewed as constructive by that genius of mechanical engineering Colin Chapman.

Apart from a full-colour front cover, each of the five, 8x11-inch, issues of LOTUS—the Magazine of the Marque printed, were solely black & white. The first issue was 48-pages, the second was bumped up to 56-pages, but that didn't last long. The third and subsequent issues were back to 48-pages, by which time the editor was Graham Arnold, the then infamous Lotus Sales Director who did more to promote the Lotus brand than anyone I can think of over the years.

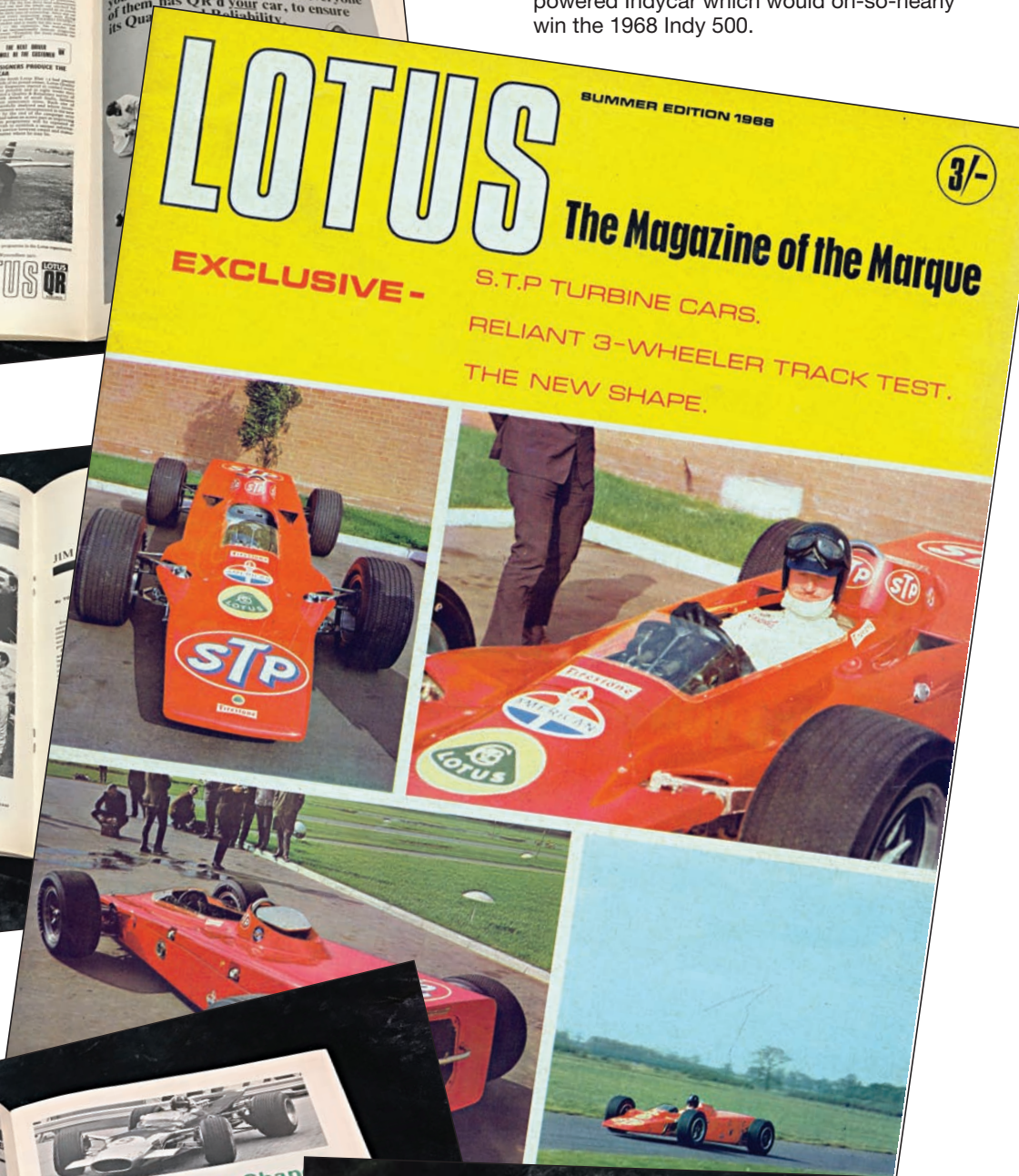
By the time issue #5 of Lotus—the Magazine of the Marque was published (and the last) Graham was probably already hatching plans to resurrect the 'Club Lotus' name, which of course he finally pulled off in 1980. Issue #1 from September 1967 featured the recently released Elan +2 parked on the runway at Hethel in front of an Auster 5D plane that had just been bought by Graham.

Issue #2 from November of the same year featured an image of extremes. A white Series 1 Europa posed in front of a 1904 Burrell 8NHP (nominal horse power) DCC Showman's Engine named "The Black Prince." For those without basic traction engine knowledge (me included) DCC stood for Double Crank Compound, and indicated that there was a separate connecting rod for each cylinder, but being 'compound', steam is used twice before passing out of the exhaust into the chimney. Hence the chuffing around.

Issue #3 saw the aforementioned Graham Arnold testing his favourite 'promotional' vehicle of all time, the road-going Type 51 Formula Ford, and issue #4 in the spring of 1968 featured the Type 47A in the livery of the newly formed Gold Leaf Team Lotus.



The cover of the final issue (now three shillings), #5, released in the summer of 1958, saw a montage of images from the press announcement of the Type 56 turbine powered Indycar which would oh-so-nearly win the 1968 Indy 500.



Leading the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro, Coterie Press

At times, owning a Lotus can lead to unusual events. With the community as small as it is within the United States, word can get around quickly when a non-enthusiast needs the help of a dyed-in-the-wool fanatic. Being well-known in Buffalo, New York led to one such story happening at the end of 2019.

In October of 2019 I received an email from a lawyer looking to clear out the remaining assets of an estate for her client. This client had a 1969 Elan fixed-head-coupé, right hand drive with a big valve twin cam engine. As with many Lotus cars in these circumstances, the engine was no longer within the physical constraints of the body. The lawyer was looking for someone locally to provide a value on the car and to potentially purchase it from the estate. Given the state of the Elan, the car was very much a project car. From the few pictures we were shown, its condition was too good to be just a parts car. The chassis and motor appeared to be decent, despite not being married together at this time. The car also came with the original factory warranty paperwork from when the owner had purchased it new. After nearly two months of emailing back-and-forth, we secured and retrieved the Elan, which was located in a sleepy upstate New York town.

We picked up the Elan on a rainy Saturday morning and swiftly transported it back to our storage garage. This being December with cold weather setting in, we didn't even open the hood. We only pushed it into place and threw a car cover over it. The Elan had a glassed-in rear spoiler and an air dam on the lower half of the front clamshell. We assumed that we'd be back in a few days to properly go through the Elan and put together a game plan to work on it. Little did I know I'd be in the hospital for the next month. And, little did we all know that the COVID-19 Pandemic would follow.

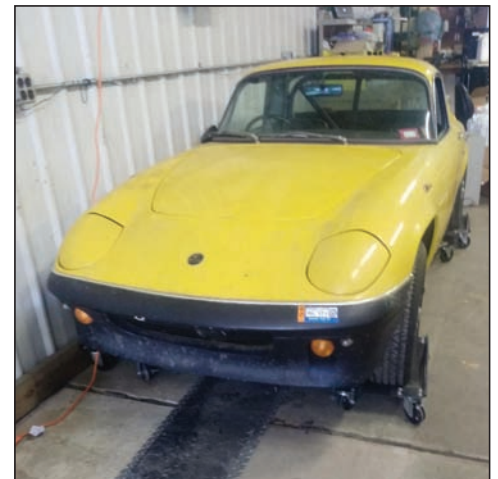
Due to my personal health issues, and the health issues our nation faced, I didn't see the Elan for another six months. The original plan was to rebuild the car with my son, Brian, over the coming years. We haven't had a true project car to work on together and this proved to be the perfect opportunity to do so. Plus, Brian has a soft spot for right-hand drive British sports cars, having recently purchased an Austin Mini (right-hand drive, as well). As with most well-laid plans, this was put into question as COVID-19 dragged on. I made the hard decision to respond to a gentleman in the UK looking to buy a project Elan. Hoping for a sale to try to recoup

what I spent from the estate sale, I sent the Elan's documents to the potential buyer.

Trying to sell project Lotus cars can sometimes be tough. We were lucky, though, in that we found a really interested party in England who wanted to restore the car and drive it on real 'Lotus roads'. We were excited that would be going home after coming to the States over 50 years prior. After we sent the VIN and initial paperwork over to the prospective buyer, he began to research the provenance of the car. What we assumed to be a simple sale turned into a month-long hunt to find out the true origins of this Elan.

As I have mentioned it is a FHC with a right-hand drive setup. The engine is a big valve version with Dellorto carburetors. Despite the paperwork describing an S3 Elan, it was visibly closer to an S4 with the distinctive squared-off rear fenders. The interior and dash, as well, were more reminiscent of an S4. The Elan is yellow with the distinctive aero features on the exterior of the car. This wasn't a surprise to us, as we knew the last owner was an autocross enthusiast. What was surprising, however, was that the VIN in our documentation turned up identifying it as a notable car owned by a previous Lotus F1 racing driver and World Champion. What was even more surprising is that this VIN is well-known, well-documented, and owned by another person in the UK.

With my current recovery from the hospital coming along nicely, I managed to visit the storage garage with my son to lay my eyes on the car for the first time since February. We confirmed that our car's VIN matched that of the warranty





paperwork we owned, which matched the well-known famous S3 Elan. As we knew this wasn't a possibility, we reached out to the various resources in the Elan world, and dug a little deeper. With additional numbers pulled off the frame and motor, we got a little bit closer to understanding the car that we currently owned.

To our surprise, the frame number and engine were a matched pair and originally came from a 1973 S4 Elan that was Tawny Brown over Cirrus White. With additional sleuthing, thanks to the Lotus community, we were able to deduce that the deceased owner whose estate sale this car came from owned both the famous S3 Elan along with the yellow S4 Elan we have in our possession. At some point, the warranty paperwork, VIN plate and registration from the S3 were kept with our S4, which caused a large chunk of confusion that we went through. As a cherry on this Elan sundae, we learned our Elan was a true Sprint, one of the last ones made.

What began as a simple sale turned into a perplexing at times search for the true identity of our Elan. Throughout the month of August, we experienced quite a roller-coaster ride, and one we'd definitely categorize as "unusual!" Once we knew our Elan wasn't as represented we knew we had to find out the truth before we could present it for sale. However, in the end, my son and I have now decided to keep the car and continue with our original plan to restore it to new condition. We hope to have it at a future LOG so you all can see it.

If anyone knows more about this very distinctive car, please send me an email and let me know. Sometimes living the Lotus life turns out to be just about perfect!

Drive Passionately.... Live Life To The Fullest.... Live The Lotus Life!

NOTES ON: ITS NOT THIS CAR!

I saw a bunch of posts on the Lotus Elan Forum where the buyer I was talking to was questioning whether the VIN on this car was a match with the VIN of Graham Hill's Elan Coupe. Did I have Hill's car? No, that was settled pretty quickly. The location of Graham Hill's car is well known and belongs a gentleman in the UK. But, looking at my original paperwork from Lotus to the the previous owner, there is no doubt that he did buy Hill's Elan (above) from Lotus in 1969. As I said, we really did not look at the car in the months before and in retrospect I should have noticed that the rear arches on my car were squarish and Hill's car was definitely an S3 with rounded rear wheel arches. But what do I have? Where did the car come from? What is it?

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CARS FOR SALE

1972 Europa TC Red, excellent condition. Car is currently in PA. Please text me for more information Cell 484 767-0176.



1991 Lotus Jim Clark Esprit Turbo SE Chassis serial #07 of 20 built. 38,446 miles. Car was the Ex-LCU President Ron Foster's company car. He commissioned the Jim Clark cars to be built. This Esprit was featured in the Lotus Esprit – le grand tourisme a l'anglaise by Remy Solnon. Car was driven on the Indy 500 track and autographed by Clive Chapman, Mario Andretti, Dan Gurney, Bob Sparshott, Bob Dance, Sid Carr, Russ Brandenburg and Evora Project Manager Roger Becker, among others (signatures are on inside cover of headrest). Car has been owned by



the same family since David Yohn bought it in 1997. All major maintenance recently completed. Comes with the steering wheel plaque, service manuals, Lotus Tech 1 diagnostic tool, painted hardtop, factory front bumper and various other extra components. Asking \$35k. Email Barry.Coulby@gmail.com for info.

Two 1974 Lotus Elite's Currently sitting in a field in Rush City, Minnesota. Car 1 (White): Originally yellow. I have a clear title. Does not run. It was from North Dakota and had been passed down for 1-2 generations. Underside appears rusted. Looks com-



plete. Car 2 (yellow): Found in California. No title. Looks about 90-95% complete. Gas tank in back seat. Underside looks very clean. Buick 3800 V6 installed. I bought from a non-profit, who received the car as a donation BC owner was moving back to England. This was a project that I wanted to start in 2018, but just no time. I can send a few more pix and go take more pix as needed for a serious buyer. Looking for \$5,500 obo. AS-IS, I can provide 1 title and bill of sale. Bill 612-298-4663

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.

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: SCCLH-HAC3BHA12629 Contact: Martin Lajczok (rocketmanlmt@gmail.com)

1967 Lotus Cortina Mk2 Racecar

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

1971 Elan Full Spyder Conversion. Spyder Gold Anniversary Edition Chassis. Rolling Chassis assembled by Spyder in the UK prior to import. Full Spyder suspension, roll cage. Plenty of extra HP. Twin Cam bored 40 over. Freshened motor with new rings, bearings, valves, valve guides. high pressure oil pump. Dave Bean 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. 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. A completely rebuilt motor was put into the car and many parts of the car were rebuilt/replaced. Car 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

CARS FOR SALE

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 RHD English specs, Twin-cam, Delorto carbs, Big Valve head, 5-speed gearbox, so ideally suited for both, touring and track. It has performance enhancing camshafts from QED (UK). 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.) Body was enhanced with an extra fiber glass, completely rewired, gear shift linkage is all new. Original windshield surround, original wheels. Every nut, bolt and metal surface is rust free. From 1993 to 2020 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

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. The drivetrain is in excellent condition and 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 tfenton@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

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.

PARTS FOR SALE

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

For S1 or S2 Elan

Replacement Black Vinyl Soft top for S1/2 Elan. I don't think it has ever been on a car. Asking \$225 Contact William on willtaylorphoto@aol.com, or tel: 303-570-4437

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 svlases@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

Lotus Books & Manuals

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

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