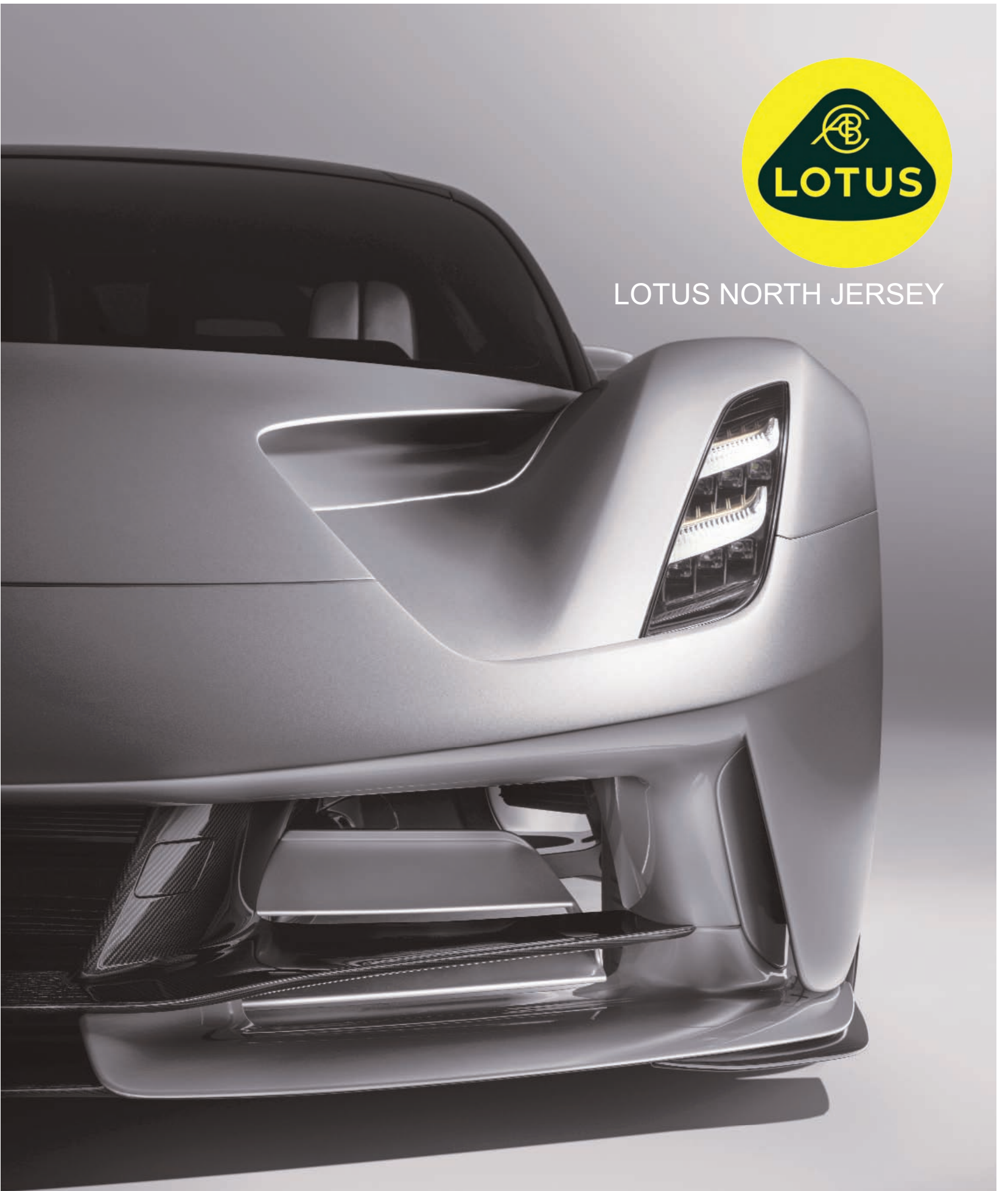


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LOTUS NORTH JERSEY



326 MORRIS AVENUE, SUMMIT, NJ 07901

908.468.2070

# LOTUS *re*MARQUE

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*Rich Shea*

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For questions regarding your membership or club matters please send an email to: [info@lotusltd.com](mailto:info@lotusltd.com)

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# LOTUS *re*MARQUE



# PRESIDENT'S MESSAGE

The holiday season is almost here and if there was any year in which we need a little holiday cheer, it is certainly this year. I have driven my Lotus cars very little this year, and wow, have I missed driving a Lotus. I drove my Elan home after more than one year of storage, and I had forgotten the joy of driving an Elan (see pages 28 & 29). I am going to give myself an early Christmas present and try to drive the Elan every chance I can get until the salt hits the roads here in Western New York!

Speaking of holiday presents, have you ordered your Lotus, Ltd. Calendar? If not, why not? This is really a great holiday gift for the Lotus owner. Please go to [www.lotusltd.com](http://www.lotusltd.com) to order one today!

Chris Lindley from our affiliate LOOT (Lotus Owners of Texas) emailed me and asked how he can give a Lotus, Ltd. membership as a gift? What a great idea! If you would like to give a Lotus, Ltd. membership as a gift, again, please go to our website [www.lotusltd.com](http://www.lotusltd.com).

LOG 40 plans are in progress and the LOG 40 team is looking forward to hosting this year's LOG September 10-13 2021. We hope to see you all there!

I have received notice from Watkins Glen that our Performance Driver Education Day is on the schedule for the middle of June and as soon as I know the exact date I will let you know (you can put it on your Lotus, Ltd. calendar!) Whether you are attending the Watkins Glen track as a spectator, a 'Laps and Lunch' participant, a student participating in the Driving Experience, a student of the Drive Education Day, or an experienced solo driver, this is a moment in time you will remember for the rest of your life. Please join us for a wonderful day in the Finger Lakes region of New York State.

This President's message is sort of a sad one for me to write as this will be my last as I leave this office to my successor. My guiding light has always been two things. First is to treat everyone like I would want to be treated and the second is that nothing we do is of a nature that someone should be upset at we do. We all do this for fun and that is what I have always attempted to make it. Fun. It has been a wonderful time for me and I honestly can say that I have truly enjoyed this time as your President. I would like to thank the Lotus, Ltd. board and all of you for making me President and allowing me to make your Lotus Life a little bit more enjoyable.

*Tony Vaccaro*

**Tony Vaccaro**  
President, Lotus, Ltd.

Cover Image: Unloading my dream car (see page 21). Image © Lee Pepper

# 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] - JAMES COLLINS,  
Denver, CO, jamesdeancollins@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, rwiggins951@gmail.com

## PENNSYLVANIA

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

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

## TENNESSEE

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

## TEXAS

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

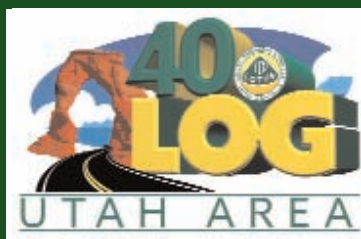
Northern Virginia Lotus Car Club (NoVA) - MARK FRANKE,  
VA, (703) 963-0773, mfranke@cox.net

# LOG 40 UPDATE

So, LOG 40, or maybe we should call it, LOG40.1 will be on September 10-12, 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 non-Lotus, Ltd. sanctioned track-day to Monday, September 13th, 2021 and reserved the outside loop for us. See page 7 for more details on LOG and a day at the track.

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 coterietd@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](mailto:trancethan@gmail.com) or [www.northtexaslotusclub.org](http://www.northtexaslotusclub.org)

## Southern Nevada Lotus Car Club (SNLCC)

We meet in the Las Vegas area on the third Saturday of every month to drive, party & play! We post some events at [lasvegascarclubs.com](http://lasvegascarclubs.com) which are drives, shows, track events, races and more. We announce our events by email. So get on our mailing list for email updates. For more information contact Sean Lethbridge at (702) 375-1177 or e-mail Sean at [seanlethbridge@hotmail.com](mailto:seanlethbridge@hotmail.com)

## Alabama Lotus Car Club (ALCC)

Meeting locations change from month to month, so please contact John Higgins, Tel: (205) 936-9997. e-mail: [johnhiggins3@mindspring.com](mailto:johnhiggins3@mindspring.com), for info on any club gatherings and events.

## Lotus Colorado (LOCO)

Pre-Covid LOCO met on the last Tuesday of every month for informal monthly meetings usually involving dinner, drinks and conversation. For details on club meetings in the future contact club President Jim Collins on [jamesdeancollins@gmail.com](mailto:jamesdeancollins@gmail.com). For details on other LOCO events go to their website at [www.lotuscolorado.com](http://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](mailto:shaun.i.ramkumar@gmail.com) or 678-451-9948, VP Ben Lower on [bnlower@hotmail.com](mailto:bnlower@hotmail.com) or 469-831-1021, the secretary Austin Lewis at [Austjamlew@gmail.com](mailto:Austjamlew@gmail.com) or 804-687-8192, and Activity Director Greg Laird on [Greg@chaos.ec](mailto: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](http://www.lotusc3.com).

## Lotus In Pittsburgh (LiP)

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. [www.lotuspittsburgh.webs.com](http://www.lotuspittsburgh.webs.com). e-mail - [lotuspittsburgh@comcast.net](mailto: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 2019. For more info on STALLS, contact to Chris Faulbaum bel tel on 314 920 3098 or email at: [faulbaumc@yahoo.com](mailto: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](http://www.lotusowners.com) for updated information. You can also contact Tony Vaccaro at 716-861-1412 or email Tony at [tvacc@lotusowners.com](mailto: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](http://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](mailto: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](mailto: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](mailto: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](http://www.lotusltd.com)

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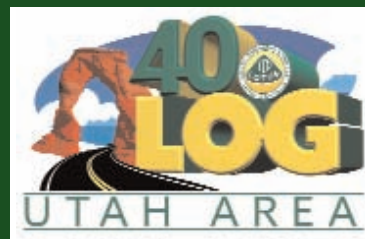
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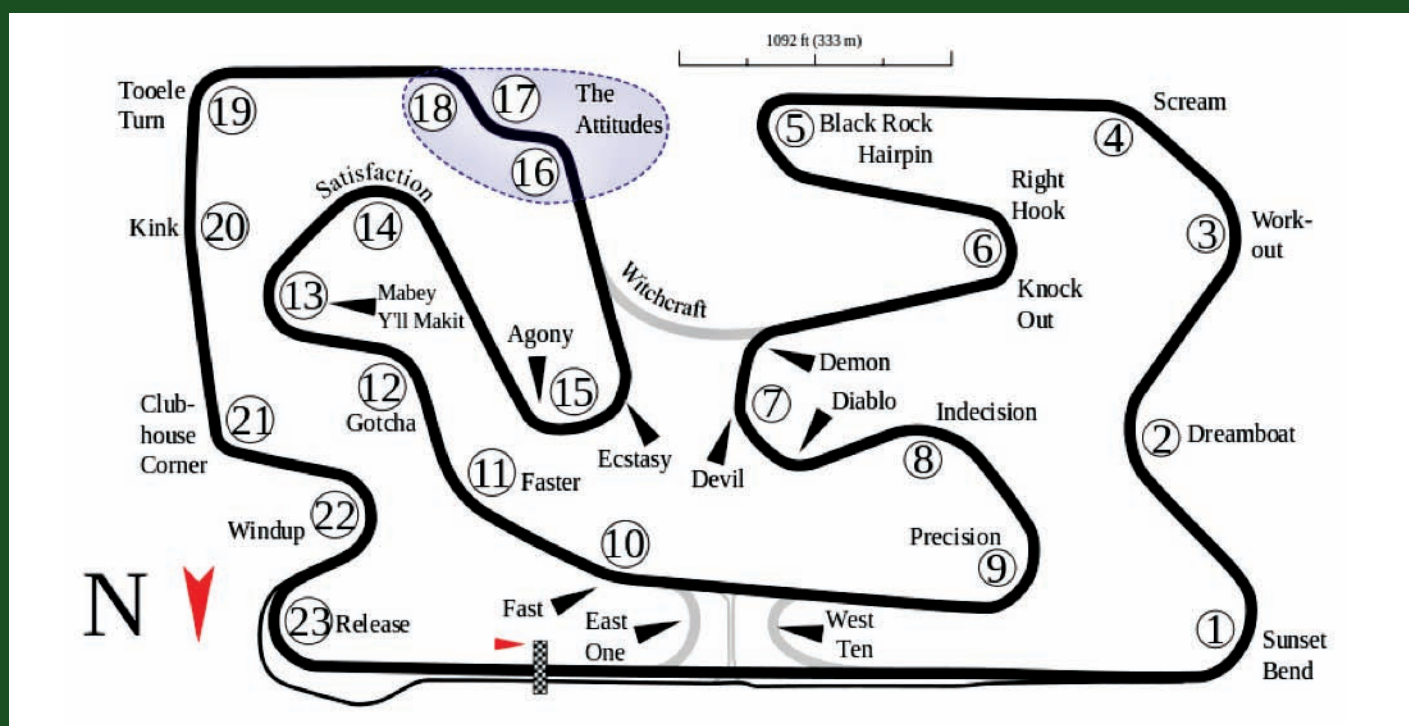
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# LOG 40 UPDATE



Utah Lotus Owners Coalition, ULOCO, is deep into the planning stages for LOG 40.1 scheduled for September 10-12, 2021 with a non-Lotus, Ltd. sanctioned track day September 13th. The University Park Marriott is already getting reservations for September 9th for those who want to start the festivities early.

The LOG 40.1 committee has reserved the entire track at Utah Motorsports Campus for the optional Monday track day. We have the choice between using the full course, about 4.5 miles of wonderfulness, or the outer loop, about 3.25 miles of FAST wonderfulness. You can see the track map here:



The outer loop goes from turn 6 directly into the short straight into turn 16, skipping turns 7-15. It shortens lap times by about 1½ minutes in the street-car class.

It will depend on how many cars register as to whether we'll use the outer loop or the full course. If you intend to do the track day make absolutely sure your car is in race-ready condition, especially tires and brakes. Faster street cars will be travelling in excess of 150mph at the end of the front straight, race cars even faster. You can get the heebie-jeebies thinking of what the results would be on a plastic and aluminum car if a tire blew at 150mph. One of the features built into the Utah Motorsports Campus racetrack is that there are acres of runoff room if you blow off a turn. However, if you're parked way out in the weeds you'll scratch your car, shorten the session and be embarrassed.

We have many fun driving tours on tap from 1-2 hour scenic cruises to an all-day marathon to Arches National Park and back. There's the ghost town tour, the Alpine tour, the Wolf Creek Pass tour down to the village of Hannah and the "Hannah Hilton" which was a bar and grill in the wild-west days featuring four small rooms upstairs for "extracurricular" activities; the bar and grill are still there... There's the mine tour to one of the largest open-pit mines in the world, the Air Force museum tour to a large outdoor flight exhibit and many wonderful rural roads to explore.

Make plans to join ULOCO and Lotus Ltd for LOG 40, September 9-12, 2021.



# *The 2021 Lotus, Ltd. Wall Calendar*

IS AVAILABLE AND READY TO HANG TODAY !!!

## **The 2021 Lotus, Ltd. Wall 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](http://lotusltd.com) or from the Coterie Press website at [www.coteriepress.com](http://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

## Prepping your Lotus for a Road Trip.... to LOG?

by Rich Sheya

Images © Rich Sheya

**Heading out for a multiple day road trip in your Lotus (to a LOG, for example) is an exciting adventure. If you prep your car correctly, part of that adventure won't include flatbedding your car to the nearest mechanic—which may be 75+ miles away and have no idea what a Lotus is, much less how to work on one. To avoid that situation, prep your car correctly ahead of time. Here are a few things to check:**

- 1.** Check all the fluids including brake fluid, engine oil, gearbox lube, coolant and window washer fluid. Carry spare coolant.
- 2.** Make sure your windshield wiper(s) are in good shape. Not that it ever rains on our road trips...
- 3.** Check and adjust tire pressures, including the spare tire. I can't emphasize this enough! A low tire will self-destruct when you're 200 miles from anywhere during the worst wind/rain/snowstorm of the century. Guess how I know this... If you enjoy lying in a cold puddle trying to change a tire with frozen fingers then please feel free to disregard this item.
- 4.** Check lugnut torque. Personally, I loosen each lugnut then re-torque to specifications. This accomplishes two things: (a) you know the lugnut will come off if need be and (b) you know they're torqued correctly. True confession: I had a right rear wheel come off my Europa because the lugnuts worked their way loose and fell off. I have no idea

how they worked loose but it was a thrilling few seconds when the wheel fell off. Fortunately, I wasn't going that fast and the tire stayed inside the wheel well. I had to walk about a ½-mile back to find the lugnuts.

- 5.** If you drive a Lotus with a 907, 910 or maybe 912 engine check the timing belt tension and condition. A scrambled engine outside of Achin' Armpit, Texas will ruin your vacation (and your pocketbook).
- 6.** Check all the drive belts condition and tensions. Don't even think about it... just replace the ones that are iffy.
- 7.** Check coolant and oil hoses and again repair or replace any that look questionable. It doesn't hurt to check hose clamps for tightness too.
- 8.** If you're aware of common failures, e.g. fuel pumps, ignition coils, etc. take a spare. I drive an 83 Turbo Esprit and personally, I take a spare fuel pump, fuel filter, Pertronix and ignition coil. Changing the Pertronix trigger on a hot 910 engine is no fun but it's better than watching Bubba the Big Bellied Grease Monkey hack and swear at your Lotus. I also carry a gallon of clean water, a quart of engine oil and a little air compressor in case of a low tire. And a fairly complete toolkit!

Have fun on your trip!

.... and maybe see you at LOG!

# NoVA Lotus VGYLO: XX

by Bob Collum

Images © Bill Orr

**2020 has been a challenge for all of us – particularly when it comes to car-related get-togethers. Not only do we have to be careful to stay safe via masks and social distancing, but it's difficult to find venues that want the optics of a large gathering.**

We are lucky to have the guidance of our club president, Mark Franke, an ER doctor with 25 years of experience, and a large group of great Lotus owners.

This year, NoVA Lotus has addressed the desire of our members to “do car stuff” via small group drives and impromptu get togethers. For the past 10 years, we also had a twice-yearly event called Get Your Lotus Out, or GYLO. Everybody loves the spectacle of a large number of Lotus cars all in one place.

In order to keep up the tradition during the pandemic, we adjusted our norms, and have now held two virtual GYLOs – the first in May, and this past one in October. We have members submit pictures of their cars and Lotus memorabilia, and post the entries on our website. Members vote for their favorites in each category. The club board tallies the votes, and we announce the winners on a Zoom call for club members.

To see the winners, and their entries, look here:

<https://novalotusclub.freeforums.net/thread/804/virtual-gylo-category-winners-summary>

We are hoping to resume our physical get-togethers by sometime next year, but it's good to know that you can't keep Lotus enthusiasts down!

As a 'tease', here is a picture of the Best of Show entry, Bill Orr's beautiful Lotus Type 30 Sports Racer!



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## CTL NEWS

Images © Classic Team Lotus



## *Fittipaldi Grand Prix winning Type 72 restored* by CLASSIC TEAM LOTUS

Emerson Fittipaldi's most successful Lotus F1 car has been restored by Classic Team Lotus at Hethel.

Fittipaldi raced the Type 72 chassis number 7 in 19 Grand Prix races, winning five of them (1972 Spain, Belgium, Britain; 1973 Argentina & Brazil), after which he never saw the car again until, forty-seven years later, 72/7 participated at the 2020 Goodwood SpeedWeek. The event held from the 16th to the 18th of October featured a 70 Years of F1 Celebration, that included Emerson being reunited with his most winning Lotus.

Extraordinary circumstances: At the end of the 1973 season Team Lotus sold 72/7 to South Africa where it raced in the 1974 and 1975 National Championship, in a different livery. Along the way its identity was swapped with 72/3,

which had also been sold to South Africa. When the car returned to the UK in 1989 it was mistakenly accepted as being 72/3 and put back to Gold Leaf livery.

Only recently, the owner of the actual 72/3 sent his car – which in 1976 he had been told was 72/7 – to Classic Team Lotus for some attention, in the course of which the distinctive differences between the two cars made it apparent that the identities had been swapped.

This presented Clive Chapman with the tricky task of telling the respective owners about the mix-up from years ago. Very much to their credit both owners accepted the detailed evidence and it was agreed that the all-important identifying Team Lotus chassis plates be swapped back.

Then came the challenge for the Classic Team Lotus mechanics to restore 72/7 to its correct 1972 black & gold specification. Lead mechanic Tim Gardner and Chief Fabricator Steve Jest have done an outstanding job, as ever. Tim managed to find vital correct specification original parts in the archive stores; screen, sidepod ducts, rear wing, endplates and oil radiator duct, amongst other things. Steve re-worked the leading edge of the chassis so that the car could be presented in its 1972 form, without deformable structure sidepods (this now makes 72/7 unique amongst the eight surviving cars, in this respect; naked, as the day she was born!). Over so many years the car had moved a long way from the period Team Lotus Works specification; Tim was especially thorough in putting the car back to how she should be.

Local signwriter Paul Banham has applied the liveries to Team Lotus F1 cars for decades and he has done his usual wonderful job to reapply the most famous colour scheme of all, complete with real gold paint pinstriping (applied to period correct black cellulose).



Classic Team Lotus Team Manager Chris Dinnage commented: 'We have now worked on all but two of the eight surviving Lotus 72s, of which five are presently in our care. It really is a treat to be looking after so many of the greatest F1 cars of all time. Furthermore, whenever Emerson drives them again it gets even better.'





# *Lotus Evija at SpeedWeek*

**Lotus stuns Goodwood SpeedWeek with  
Evija dynamic public debut**

Images © Lotus Cars.



## Lotus Cars NEWS

Images © Lotus Cars Plc.

**The all-electric Lotus Evija hypercar made its dynamic public debut at the Goodwood SpeedWeek weekend in mid-October. The Evija was seen in action on the historic race circuit and took part in a variety of high-octane activities, including the Supercar Run.**

Lotus Cars sent three pre-production examples of the Evija to support SpeedWeek, one complete in a vibrant Lotus 'Solaris Yellow' and two prototypes wrapped in stunning black and gold, recalling the iconic John Player Team Lotus liveries of the past. The two prototypes also featured a stylised image of the famous West Sussex circuit, accompanied by the words 'Lotus x Goodwood: Creating History since 1948' – acknowledging the year of the very first Lotus car and the first motorsport event at Goodwood.

Among the first people outside of the Lotus Engineering team to experience the Evija was Charlie (below), the twenty-five year old son of the Duke of Richmond, the event host, who commented: "The Evija is unbelievable – the power, the speed, I've never experienced anything like it – it was exceptional. This new dawn of electric hypercars brings ultimate motoring to life for a new generation and a younger audience. The advancement in electric cars over the last 10-years is astonishing. There is a huge amount of growth potential for these machines to continue allowing us to keep enjoying and driving high performance cars. Lotus continues to appeal to both the inner driver and the inner child in all of us – so much fun, and ultimately for the driver to control and enjoy."





## *Lotus Evija at SpeedWeek*

Lotus stuns Goodwood SpeedWeek with  
Evija dynamic public debut

Images © Lotus Cars





## **Lotus Cars** **NEWS**

Images © Lotus Cars Plc.

Gavan Kershaw, Director of Vehicle Attributes at Lotus, added: "We're had a great time demonstrating the Evija at Goodwood. Bringing the cars to an event like this was a welcome break from the hundreds of hours spent on proving grounds, where there's a huge amount of open space and long straights to test the car's performance limits. Goodwood is a fast and flowing circuit with numerous undulations in the surface, and so was a fantastic test and demonstration for the Evija as it's the type of environment where many owners will use the car."

He added: "We hope the TV coverage of the event showed people what an amazing vehicle it is, and we can't wait to be back next year."

More than 50 historic Lotus cars took part in Goodwood SpeedWeek. They included a Lotus Type 25 driven by Jim Clark car during the 1963 F1 season, when he won the Drivers' Championship. The Lotus 18 in which Sir Stirling Moss won the 1961 Monaco Grand Prix. The Lotus 49 in which Graham Hill won the Monaco Grand Prix in both 1968 and 1969. A pair of Lotus Type 72s, 72/5 which was Emerson Fittipaldi's car from the 1970 season and 72/7 – Emerson's main car from the 1972-73 seasons, and the car in which he won the most F1 races – five in total. Also present was a Type 79 which was Mario Andretti's main car from the 1978 season and a Type 97T driven by Ayrton Senna.





# *Lotus Cars at* **Salon Privé 2020**

Images © Peter Darley



We sent our intrepid UK photographer Peter Darley to report on the Covid restricted Salon Privé Concours held at Blenheim Palace in September and see if there was anything Lotus to report.

It turns out that there were a record 93 entries in the 2020 Salon Privé Concours d'Elégance, as well as a host of display vehicles from the major prestige manufacturers. The entries in the concours covered more than a century of automotive history, from a 1904 Napier to the 2020 McLaren Senna GTR LM, everything was represented in the magnificent grounds of Blenheim Palace. The 17 classes were composed of a total of 77 cars and 16 motorbikes.

Lotus Cars were invited and displayed the dramatic yellow Evija that had been seen at several press events leading up to Salon Privé (and would also be seen at SpeedWeek) alongside an Cyan Blue Evora GT410 Sport.





## *My New Car* 1993 Esprit Turbo

by Lee Pepper

Images © Tony Vaccaro, Coterie Press



For many months I had been studying and following the used Lotus Esprit market. Having recently built a new proper garage on our property, it was time to acquire a great example of a dream car from my youth. Priority one in locating the best Esprit for me was the history of the car. I wanted as much history or documentation as possible.

Eventually an interesting car popped up on one of my online searches in Virginia. I reached out to the dealer who had received the car as a trade-in. There were not many records on the car and they were hesitant to share the previous owner's history with me. All I got was that the owner was involved in television for a Mexican network.

Searches turned up pictures of the car over the previous years on social media at different shops in the area. I made phone calls to those shops and was able to piece together not only the work they had done on the car but also clues to the identity of the owner. I finally saw a picture that was geo tagged and I was able to guess the address and research his name. I then turned to Linked-In to try and connect and, within a day the owner called me. After a number of conversations I felt this was the car for me as he told me he had owned it since 1994.

When we met Reliable Carriers at the end of our street we could barely wait for the car to be unloaded (see front cover of this issue). Buying a car site unseen will unravel your last nerve if you let it. As we drove the car up the driveway, our two teenage boys could not believe it as we had kept the acquisition a secret. Taking each of them out for a spin was the order of the day. My boys and I made notes of items we needed to research and address during those early outings. Buying a car in the spring in Tennessee made those trips more enjoyable and longer as we became familiar with it. Suspension, fuel tanks, exhaust, seats, windshield wiper, brake upgrade and headlights were identified early on for more attention.

I decided to outsource the suspension work to a local favorite, JD's. The British focused shop secured new adjustable shocks and checked the fuel tanks for rust. While the car was away for a few days I busied myself researching new exhaust system options. I made the decision to remove the catalytic converter and muffler and ordered a wonderful setup from Quicksilver Exhaust Systems in Wormley, United Kingdom. It arrived in a box that even would have even made Apple proud. The large British flag on the outside in a perfectly vacuum spray foam sealed nest revealed a clean stainless system that screamed "Mean." My wife would never miss me departing for a show or cars and coffee meet up again.

Spraying a little RustEze was key to a hassle free installation of the new exhaust system. The Quicksilver setup required only about one inch of trim. I regularly receive compliments on the look and sound of the new exhaust. I think it fits the exotic super car mystique very well. The Esprit has become a staple of local shows and even won the Lotus Class at our Nashville British Car Show in the fall of 2019.

Next up on our list was the braking system. As I researched the car and spoke with other members of the British Car Club, I convinced myself that a performance car needed an upgrade from the original system that was now approaching 30 years of age.

After researching the forums and reviews, I settled on the Esprit 310mm 4-pot kit from the UK based independent Lotus specialist, PNM Parts. The grooved rotors paired with the EBC Green pads would definitely improve the braking ability.

All vintage cars come with a great feature, an unlimited supply of projects, big and small. That pairs well with my levels of energy and patience.

# magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

Firstly I will start with a small clarification: In last issue's column - The source of the article about the Sevens built in Uruguay is the July issue of Classic & Sports Car.

The October/November issue of Absolute Lotus is out. An Elan Sprint FHC is featured on the cover and inside there is an 8-page article inside.

The Lotus Carlton is the ultimate "wolf in sheep's clothing" car. Interested in an Esprit S1 or S2? Then you need to read the 6-page buyer's guide in this issue. 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, etc.

Back in 2009, when Dany Behar was CEO at Lotus Cars, not only was he going to produce five new cars, but he did produce the Type 125, an F1 style car for private buyers. Although a handful of cars were produced, the project was a bust. An Australian entrepreneur, David Dicker, bought the remaining cars and technology. Dicker spent a lot of money developing the car as well as upgrading it into a faster, better balanced car - the Rodin FZED. The FZED is lighter than the T125 at 1,340 pounds as well as 35bhp more powerful, at 675bhp. It will run for 3,000 miles before needing an engine rebuild. What's the price tag?? As they say, if you have to ask you likely can't afford it; but it is around \$676,000. That includes whatever paint job you'd like. By the way, it runs on regular fuel. For more info, as well as driving impressions, see the September Octane (9-pages).

Lotus CEO Phil Popham lays out a ten-year plan for Lotus in the 5 August 2020 Auto-car (4-pages). Geely acquired Lotus in 2016 and has invested a lot of money in the company. Last year they unveiled the Evija, the \$2,000,000 electric hypercar. Sales were rising, the backlog of overstocked cars cleared,

dealers were added and there were many signs of progress. Then Covid-19 hit. Unlike in the past, Lotus has the financial reserves to keep moving forward. In July, Lotus held a small event for the media, showing the latest Elise, Exige and Evora models. Popham discussed Vision 80, Lotus' 10-year plan that Popham drafted that sets goals for where the company aims to be on its 80th birthday in 2028. Presently Vision 80 is about "product development, finding the right people and setting up infrastructure for the long term," Popham said. Popham believes that the Covid crisis cost Lotus ten weeks in lost sales but believes the company can match last year's sales of 1,500 cars, as compared to the sales goal of about 2,100 cars. They are working hard to be sure that all sales are profitable for dealers so that they can build a stronger dealer network. He expects to unveil the "new car" at the end of 2021 with delivery in 2022. The car is likely to come in both fixed and drophead versions. Popham is determined that the new car will be usable as a daily driver - entry and exit will be easier than with the current models. Expect the car to cost between \$70,000+ and \$145,000. It will likely be powered by the Toyota 3.5-litre, V6 currently used by Lotus. This will be the last purely internal combustion powered car from Lotus. Existing models will be phased out as new ones are developed but expect some overlap. In order to lessen the concern of a



conflict of interest, Lotus is moving its consultancy business to a new center near to Coventry, thus physically separating the two businesses. 130 engineers will move to Warwickshire. There's also a sidebar about Gavan Kershaw, the Lotus Cars Director of Attributes and Product Integrity. Kershaw has been with Lotus since 1988. His job is to test drive every car and "see what needs changing" if it's going to feel like a real Lotus.

See the October Motor Sport for a 7-page article about Scottish driver Ron Flockhart. Flockhart drove sports cars and open wheeled cars for a number of British race teams. He drove a Lotus Mark IX in the 1955 Le Mans race, Lotus Elevens and Fifteen, and drove most of the 1960 season for Lotus in a Type 18. His best finish that year was a sixth at the French GP. He won Le Mans in 1956 and 1957 driving a Jaguar. When his racing career ended, he turned to planes and was killed in a Mustang while trying to set a record for the Sydney to London route in 1962.

Also in the October issue of Motor Sport is a 2-page color photo of Graham Hill racing his Gold Leaf Team Lotus 49 at the 1968 Dutch Grand Prix.

If you're a Lotus 72 fan, look out for the 8th of October issue of Autosport. There are 25 pages devoted to the Type 72. Sadly I didn't get my copy yet so can't report more!!!





It's been some time, but there's been some progress on the Practical Classics magazine Lotus Seven S1 "bitsa" project. First item dealt with was modifying a tubular exhaust manifold meant for a different car. That meant cutting and fabricating to get it to fit the Seven. It also meant cutting a hole in the body for the exhaust to exit the car, as well as fabricating the system and mounts. Next installment will cover painting the car. See the August issue of Practical Classics, 2-pages.

See the July issue of GP Racing (formerly F1 Racing) for part 2 of the magazine's "Formula 1's Seventy Greatest Influencers." This section covers the 1960s, which means it is heavily Lotus. Colin Chapman is of course one of these influencers. Chapman is noted for the Lotus Types 25 and 49 – two mold breaking cars, as well as his use of sponsorship livery. Jim Clark is cited for his two world championships. Graham Hill is another, winning championships for both Lotus and BRM. Then there is Rob Walker as well, the privateer, who ran a number of Lotus chassis in F1. The most famous win for his team was at Monaco in 1961 when Stirling Moss beat the highly favored Ferrari cars in his somewhat outdated Lotus 18. Keith Duckworth is named for the Ford DFV engine, developed with another ex-Lotus man, Mike Costin. Dan Gurney, another driver associated with Lotus, is named as well, albeit for his Eagle-Weslake F1 cars.

The November/December Absolute Lotus is out. The feature stories this issue: Caterham's latest Seven - the Ford powered Super Seven 1600, Driving a Lotus VI, a nearly new 1984 Turbo Esprit with just 2,000 miles on it; a Porsche PR executive who drives an Elan SE (M100), a pair of early Elises - a low mileage Sport 160 SVA and an S1 with 116,000 miles, a tribute to the only posthumous champion in F1 history - Jochen Rindt, an Elan Plus 2 buyer's guide, and the one off 300RR - a one-off Exige based racer developed for Proton by Pilbeam Racing Car Designs. The Up Front column reports on a tour of Southern France. There's a report about the 1970 British GP, won by Rindt, after winning a protest about of his rear aerofoil. There are several Running Reports and general Lotus news as well.

# magazine watch From The Archives

One would think that many people might assume that disgraced ex-Lotus boss, Dany Bahar believes in unicorns. It must be the only reasonable assumption you can come to following his short and abruptly terminated career at the helm of the historic brand. Appointed in 2009, Bahar took Lotus on another journey into the heart of darkness, edging them closer to the abyss than at any previous time in their chequered, now seventy year plus history.

by William Taylor

Images © Coterie Press



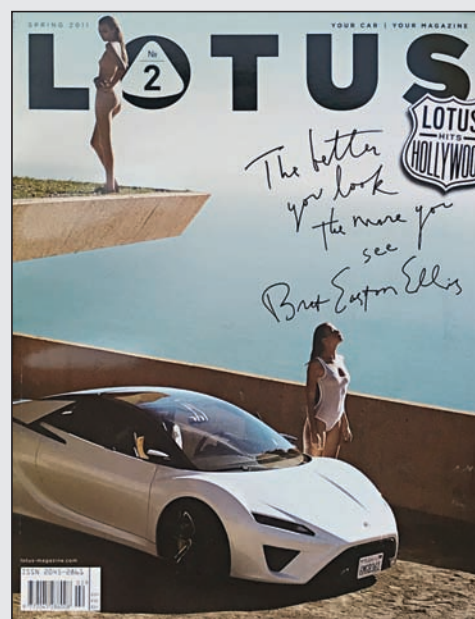
You could say that the early signs were there to see, and probably none more so than the publication of the Autumn 2010 edition of 'LOTUS' the magazine that was part of Bahar's bold and dramatic plans to re-position the marque as an upwardly mobile brand. Launched at the Paris Motor Show, the magazine with a whopping \$30 cover price, promised to give you an insight into the future world of Lotus. To do that the 162, 10x12-inch pages of issue No.1, produced by Swiss publisher Conrux out of their New York office, Lotus Magazine opened with photo portraits of British Icons that featured such luminaries as Kate Moss (on the cover), David Bowie, Richard Burton, artist Banksy, Prince Harry, Wayne Rooney and Amy Winehouse... oh and Colin Chapman! Quite an eclectic bunch you might say!

In amongst the fashion spreads and lifestyle features about sexy cocktail waitresses, and Estonia's hottest interior architect,

were essays on Lotus' motorsport history, Graham Hill, the Bond Esprit and a lavish preview of the five Lotus concepts Bahar was about to reveal to a stunned worldwide audience. This was to be, in the words of the man himself, not just a magazine, but a "lifestyle choice" and a "work of reading glory." As the 'five new cars' never made it into reality, ten years on we can primarily look back on this real heavyweight of automotive industry magazines as a lavish, over-produced memorial to Bahar's inglorious reign.

In a scenario strangely reminiscent to the 1968 official magazine 'Lotus: the Magazine of the Marque' (featured in the last issue of reMarque) once again there would be just five issues of LOTUS. Issue #2 led with a 'Fashion' feature that you could say left little to the imagination and, a "Short Love Story" with an illustration that meant this issue of the tri-annual publication was instantly dispatched to the trash can by one leading figure close to the Lotus marque.

The headline story in issue No.5 and ultimately final word from the pages of LOTUS was titled '50 Faces Behind the Brand'. As well as of course featuring several little-known (to Lotus followers at least) 'Bahar' co-horts, there were plenty of familiar faces to Lotus, Ltd. members, Bob Dance, Clive Chapman and George Barber as well as celebrities such as Emerson and Kimi. Back to Mr. Bahar then for a final word, "The concept behind the magazine is to showcase the world of Lotus in a smart, stylish and tongue-in-cheek format. The magazine provides the perfect platform to communicate our new DNA – sexy, upbeat, unique, energetic and bursting at the seams with creativity and joie de vivre. I'm confident that, as with our new cars, the magazine can compete with the world's best and do our special brand justice." Did the 2010 iteration of LOTUS live up to that hype? I'll leave that up to those of you who paid up members of 'The Lotus International Club' who at least received a few issues as part of their subscription to decide!





*magazine watch*



## *Further investment in Lotus Engineering consultancy with major Hethel site upgrades*

**Over the past few months Lotus has revealed the latest upgrades taking place at the Hethel site, which will help drive a new era of success for Lotus Engineering.**

The multi-million-pound investment is the latest chapter in the ongoing transformation of the Lotus company and brand. Site enhancements include the installation of numerous all-new and upgraded state-of-the-art engineering test facilities. These will be used by Lotus Engineering as it expands its portfolio of consultancy services and its client base, and will complement the Lotus Cars business as it prepares to deliver a new range of performance cars – the first of which will be unveiled next year.

Improvements include an all-new Electric Drive Unit (EDU) test cell, plus upgrades to the Internal Combustion Engine (ICE) test and development cells, the Propulsion Prototype build workshop and the vehicle emissions lab. The famous 2.2-mile Hethel test track – the scene of so much historic race and road car development since Lotus moved to the Norfolk site in 1966 – has also been upgraded.

These latest improvements are in addition to the all-new sports car factory which will be home to an all-new Lotus model starting next year, and in addition to the new assembly hall dedicated to the Lotus Evija all-electric hypercar. Both will be manufacturing new Lotus cars during 2021.

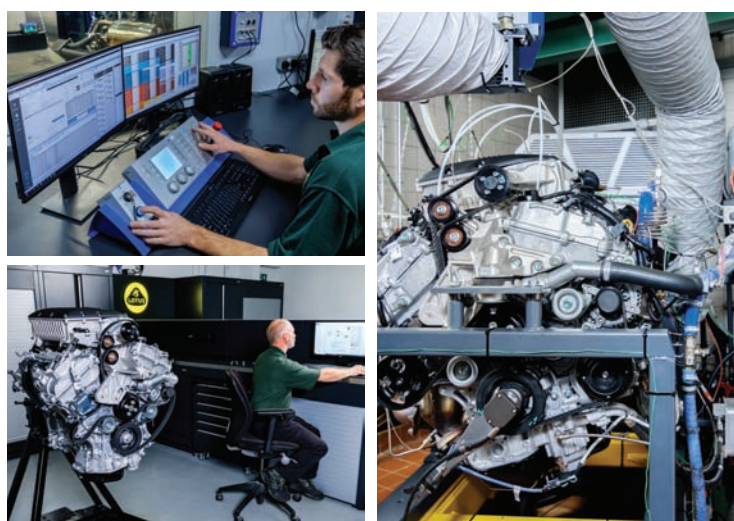
Matt Windle, Executive Director, Engineering, Lotus, commented: “We see huge potential to put Lotus Engineering right at the cutting edge of automotive innovation, further building on our core competencies as well as increasing our capability in growth areas.” He continued: “An example is electrification; the challenges around weight reduction and improved dynamics are a major factor in the quest for more efficient electric vehicles, and those link back directly to the Lotus core values. What we continue to learn on the Lotus Evija all-electric hypercar programme creates knowledge and experience which we can use to help other businesses.”

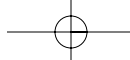
The Electric Drive Unit (EDU) test cell is an all-new facility at Lotus, it allows engineers to test EV powertrains including the motor, gearbox and supporting electronics. Lotus software can communicate with the motor control system and load the powertrain as if it were in a vehicle, to test, develop and validate its performance.

Upgraded Internal Combustion Engine (ICE) test and development cells are used for ICE development, calibration and durability testing, and have been upgraded to enable Lotus to deliver comprehensive world-class test data to the latest international standards. Specific improvements have been made to further improve capability and future-proofing on complex test profiles, calibration requirements, high-speed data acquisition and multiple channel configurations.

An Upgraded Propulsion Prototype build workshop allows Lotus engineers to build and test new engines, transmissions and EDUs. It has been completely redesigned and re-equipped with all-new hardware and new IT systems to improve the range of services offered. Today it is a world-class and highly efficient location ensuring high-quality prototype building.

The upgrades to the vehicle emissions lab mean that new equipment has been added to allow Lotus engineers to test and validate vehicles to the latest emissions standards, not just for the UK and Europe but in all international markets.





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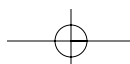
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## We Buy 1:24 Collections



# Leading the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro, Coterie Press

**As I look at the Lotus, Ltd. roster, I see more than a few members with multiple Lotus cars. Now, I can understand why other marque owners, such as Ferrari owners, buy multiples. There is a sense of status, ego, or investment that comes with such a luxury brand. But why own six, seven, or eight Lotus cars? Investment? Ego? Status? I don't think so.**

I am just as much at fault for this as the 100 or so other members of Lotus, Ltd. I have always felt that someone having multiple Lotus cars is more about Lotus cars just ending up with the only people that will take them. We just cannot refuse another Lotus, no matter the shape or value. Sort of a sickness, and I am one of the very sick.

I have been involved with a Lotus for 48 years, having bought my first Lotus in 1972. I was "born again" so to say in 1986 when I met the group of guys and girls that would become the LOONYs and I joined Lotus, Ltd. That is when I really started "Living the Lotus Life."

I was temporarily without a Lotus from 1982 to 1985 having sold my Elan S2 to pay a tax bill and then because of an early entrée into the computer business I found myself in the position of being able to buy an Elan Sprint in fall of 1985. I drove the Sprint to LOG 6 in Vermont and planned to take it to our LOONY LOG in Watkins Glen. A young lady cutting in front of me at an intersection put an end to that dream and I didn't drive that Sprint again until the early 90's. One thing that it did do though is turn me into a multiple Lotus owner as, in 1987, I went out and purchased my 1971 Elan DHC Spyder conversion car, which I still have to this very day.

The Elan Spyder is a very interesting car as it is really a mixture of a Series 2 and Series 4 Elan. The chassis was built by Spyder in the UK as a rolling, starting, running display chassis. Spyder built several gold chassis cars to celebrate an anniversary and this was one of those gold chassis cars. Everything was there but the body and the whole thing was shipped to the East coast Spyder distributor for them to take to shows as a demonstrator. Lee, who was the owner of the business, took the car around to quite a few shows including one LOG, and then decided to put a body on it. He found a 66 Elan that had been hit in the back and a 71 Elan

that had been hit in the front, and put the two cars together to make one body to put on the Spyder chassis. That combined with 26R fenders and a fantastic Guards Red paint job completed just a wonderful car.

Lee sold the car to a doctor who vintage raced it for a few years. I saw the car advertised in the back of Road & Track and called the doctor and purchased the car sight unseen, as I would do with many a Lotus over the next 35 years. The Elan was just perfect for me. Far from being perfect, it was a driver's car. The paint had already been sand blasted off the body behind the tires. The front of the window frames did not quite match up with the windshield as when they added the few inches for the 26R fenders, it threw off the door alignment. You had to slam the doors to get them to shut, but hell, I did not care. The car handled like a rat wearing sneakers and the motor certainly had more than 140bhp. It was my PERFECT car. And the perfect car to follow Will Burnham and Bill Baldwin around the backroads of New York State. I could toss that Elan around like a go cart and it would go where I pointed it. I had a great time trying to keep up with Will and Bill all over the back roads of central and western New York.

One day in the late 80's, Will Burnham, Bill and Cheryl Baldwin and I were at the Watkins Glen Vintage Races, standing at the starting grid. We were watching the cars line up for a race (of course the one with all the Lotus cars in it) and as I walked down the line of cars, I saw a beautiful Lotus 23 with an equally beautiful young lady belted into the car. She had long brown hair and wearing a very memorable racing suit. She was





having a conversation with the driver of the car next to her. To quote Sam Spade in the Maltese Falcon, "The, uh, stuff that dreams are made of." Next to the, uh, Lotus 23, I almost failed to notice the car next to her was an ordinary Lotus Formula car whose type I really did not notice as my attention as still on the, uh, 23. As they announced some sort of time warning, as to not be in the way, I started walking back to the other side of the grid. As I walked backward, still looking at the, uh, Lotus 23, I notice that the guy strapped into the Lotus Formula car is waving to me to come over to him. He was all belted in with his helmet on, so I did not recognize him as I walked up. As he tilted up his visor, I recognize him as the doctor from whom I had bought the Spyder Elan from. He asked me "Do you still have my Elan?" I answered saying "Yes I did and in fact drove it today to the Glen." The doc says "I own this Lotus and the Lotus 23 next to me. That Elan is still the best Lotus I have ever raced!" True story!

I have totally forgotten how wonderful the Elan is to drive. And how fantastic this particular Elan is. I was so overwhelmed that I had to put it in writing!

Sometimes living the Lotus Life turns out to be just about perfect.

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In the mid 90's I was at what we used to call the Victor car show in Rochester NY, which was held to benefit the Lions Club of Rochester. One of the larger shows at that time, it always drew about 600 cars and lots of attendees. I was sitting in my Elan Spyder when an older gentleman comes up to me and says, "I used to have a Lotus, but I totaled it in 1979." I said, "Oh wow, what was it"? With a reminiscent look on his face, he said, "It was an Elan S2 and I sold it to a guy named Lee." I smiled and said to him "You are looking at your old car or at least the front half!" The guy couldn't believe it. He just smiled. We drank a few sodas, sat and spoke for a quite a while. Lotus is a very small world!

I drove the Spyder Elan last night, bringing it home from storage. It has been sitting in storage for the past year. Driving that car, top down, on what will probably be one of the last warm nights this year, working the best gearbox in the world, feeling those 185/60 stick to the pavement, I had a smile on my face the entire drive home. I have been driving the Elise as of late, what driving we have done this year, and



# club CLASSIFIED

## 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 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 complete. 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

### Two Lotus Europas, both 5-Speed.

**1974 Lotus Europa White** with gold trim. 5-Speed. Has sat for more than 10 years. Frame is great, interior is good. 45K miles. Don't know much more about it. \$8500

**1973 Lotus Europa, Black** with Gold trim. 35K miles, Real JPS verified by Lotus. #15 on dash, Rugs and



seats are out of car due to mold issue after car was flooded after pipe burst above it and water came up to bottom of seats. Water did not hit electrics. All mold has been killed with ozone and it has been in my garage for 3-years. While under my lift brake fluid from car above leaked on left front fender area. Got a quote of \$500 to fix that. Original paint. Motor turns fine with wrench on front nut. Don't know much more about it. \$13,000 Both cars located in Buffalo NY. Selling only due to health issues. Pictures and personal inspection available. Available separately or \$20,000 for both or interesting running trade. Tony Vaccaro tvacc@lotusowners.com 716-861-1412

### 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

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### 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. 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 conceded 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

**S1 Elise** Original factory shop manual (Service Notes) and parts list (Service Parts List) in factory binders. Contact Tom at tbsmith@pobox.com.

**Seats for Elan** I have a pair of seats for an Elan (low back). Oatmeal colour Vinyl. Good condition, frames solid, foam firm, no holes or tears. Offers considered. 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 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

### Wanted: Hardtop for Elan S3

Contact William on willtaylorphoto@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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