

# LOTUS

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## reMARQUE

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# LOTUS *re*MARQUE

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5 White Birch, Littleton, Colorado 80127, USA

Direct questions or submissions to: [coterieltd@aol.com](mailto: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/log  
LEE PEPPER - my dream lotus  
WILLIAM TAYLOR - from the archives



*Rich Shea*

**LOTUS, LTD. BOARD OF DIRECTORS:**

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(716) 861-1412  
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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



*Foster Cooperstein*

**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



*Tony Vaccaro*

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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, Ltd. e-mail: [info@lotusltd.com](mailto:info@lotusltd.com) • Website: [www.lotusltd.com](http://www.lotusltd.com)





## 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**  
President, Lotus, Ltd.

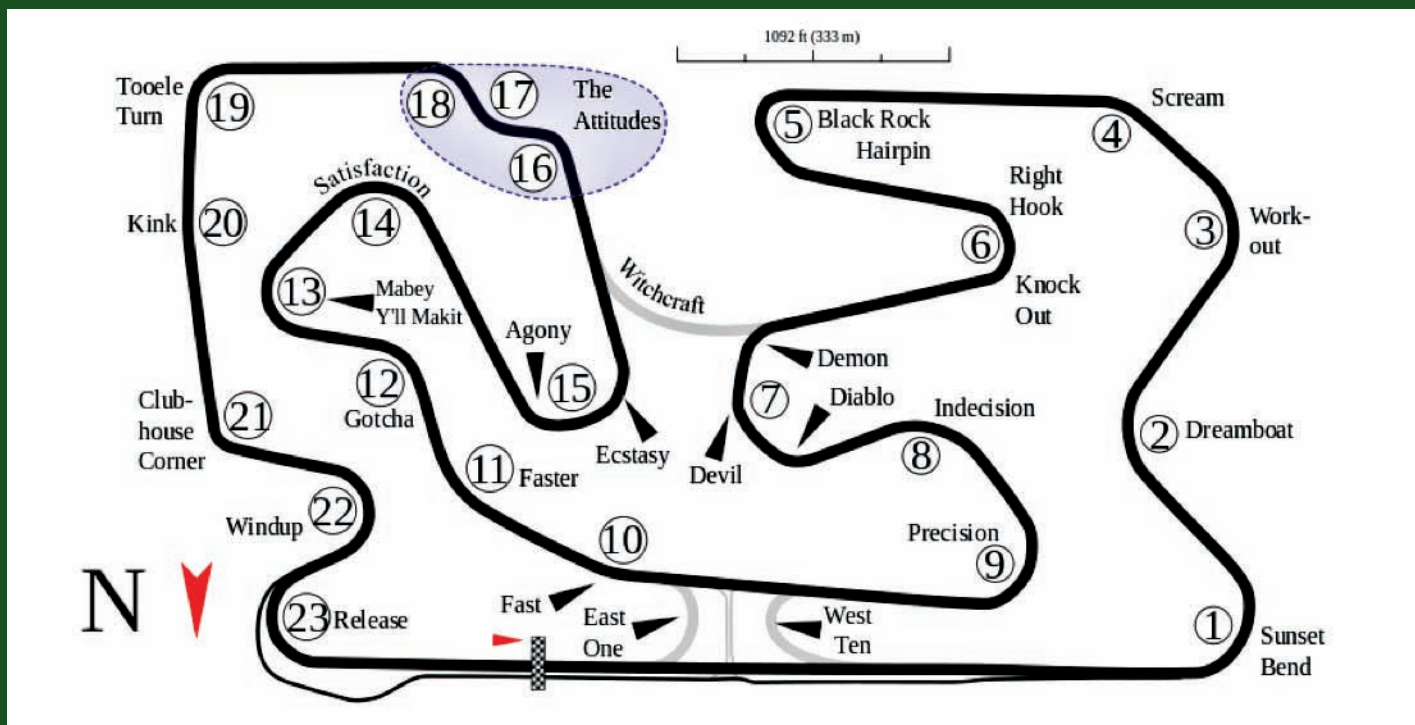
Cover Image: Unloading my dream car (see page 21). Image © Lee Pepper

# 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.coterypress.com](http://www.coterypress.com). **Please be aware that 100% of the sales value of each calendar sold through Coterie Press will go to Lotus, Ltd.**

# 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!

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

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.

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

