

LOTUS



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LOTUS reMARQUE

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

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

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Brian Vaccaro



Foster Cooperstein



Richard Parramint



William Taylor

PRESIDENT'S MESSAGE

Here we are. We made it. It's finally 2021 and what an exciting year it will be! With the infamous 2020 behind us, we're looking forward to returning to our regularly-planned year of Lotus-filled events and get-togethers.

Before we get there, I wanted to briefly introduce myself. My name is Brian Vaccaro and I'm your new Lotus, Ltd. President for 2021-2022. I've served on the Board of Directors since 2012 as both a Director-at-Large and, most recently, Vice President. I was also your co-Chair to LOG33 in Watkins Glen, NY alongside the outgoing president, Tony Vaccaro. Additionally, I've acted as the webmaster and lead marketer for Lotus, Ltd. while helping bring to life the digital membership renewal process, Lotus Owners Gathering (LOG) online ticketing, and digital issues of the Lotus, Ltd. Lotus reMarque magazine.

I'd like to take this moment to thank Tony Vaccaro for his years of dedication and service to Lotus, Ltd. He's been a mainstay and constant on the board for over a decade and we're looking forward to seeing him continue his support and dedication to the club. Many of the events, benefits, and general "happenings" that we've all enjoyed as part of Lotus, Ltd. have been made possible through his efforts.

Looking into 2021, we have a lot to be excited about for our club. Our Lotus Owners Gathering (LOG40) is going ahead as planned for September 10-13 and we're hoping to see all of you there. It's been a while since we've been able to get together and it'll be a wonderful coming-together when we see each other in September. It's also a great excuse to caravan with old and new friends alike and make new memories on the way. Additionally, we have a lot of exciting track-focused events with Watkins Glen's Performance Driver Education Day (and others to be announced!). I'd be remiss to not mention that you have two ways to help support the club (if you so desire!) going into the new year. You can choose to buy one of our great calendars for 2021 (filled with cars from our members) or gift a year's worth of Lotus, Ltd. membership to a friend.

Lastly, I'd like to congratulate my fellow board members that have been voted in this past month. Cora Gregorie (Corresponding Secretary), Bob Metz (Director at Large), and Rose Perry (Director at Large) will join me for the 2021-2022 term on the Lotus, Ltd. Board of Directors. Our dearest and deepest "thank you" to Ed Reagan, an outgoing Director at Large, for his years of service, ideas, dedication, and can-do attitude that brought many great events to our club at Lime Rock Park. You'll be missed on the board and we look forward to seeing you at upcoming events this year.

I'm quite excited for what the next two years will bring for the club and I'm glad that you're along for the ride with me and the rest of the board members. Our goal is to provide all of you with a remarkable, fun, and exciting club to be part of and we try to improve on that every day. As the new President, I'd love to hear from each and every one of you that want to reach out and say "hi" or provide cool ideas (or feedback) on the club.

Let's all have some fun this year. I can't wait to see you soon.

Brian Vaccaro
President, Lotus, Ltd.

Cover Image: LotusPals out and about in Wellsboro, PA. Image © Jenna Meyer

LOTUS reMARQUE

Lotus club NEWS

ALABAMA

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

CALIFORNIA

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

CAROLINAS

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

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

COLORADO

Lotus Colorado [LOCO] - 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

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 news



LOG 40, will be held 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 coterield@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.

North Texas Lotus Club (NTLC)

Monthly meetings third Tuesday of every month, 7:00pm at The Londoner, 14930 Midway Rd, Addison, TX 75001. For info contact Ethan Chiffriker on (214) 316-6401, trancethan@gmail.com or www.northtexaslotusclub.org

Southern Nevada Lotus Car Club (SNLCC)

We meet in the Las Vegas area on the third Saturday of every month to drive, party & play! We post some events at 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

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)

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. For details on other LOCO events go to their website at www.lotuscolorado.com.

Lotus Limited Southeast (LLSE)

We have monthly dinner meetings and mountain drives, along with many various other events. For full details look us up on Yahoo Groups or Facebook. For more information contact President Shaun Ramkumar on shaun.i.ramkumar@gmail.com or 678-451-9948, VP Ben Lower on bnlower@hotmail.com or 469-831-1021, the secretary Austin Lewis at Austjamlew@gmail.com or 804-687-8192, and Activity Director Greg Laird on Greg@chaos.ec or 203-654-0698. You can also go to our webpage at: http://autos.groups.yahoo.com/group/LLSE/ and don't forget our Facebook page!

Lotus Car Club of the Carolinas (LC3)

Group drives, workshops, track-time and social events for Lotus car lovers in North and South Carolina. See LC3 on 'Facebook' or www.lotusc3.com.

Lotus In Pittsburgh (LiP)

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. www.lotusinpittsburgh.webs.com. e-mail - lotusinpittsburgh@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 by 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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Election Results

The election process is complete and we are pleased to announce the following positions have been filled

President - Brian Vaccaro
Corresponding Secretary - Cora Gregorie
Treasurer - Mike Pearce
Director at Large - Bob Metz
Director at Large - Rose Perry

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.

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

Information will also be available on www.lotusltd.com

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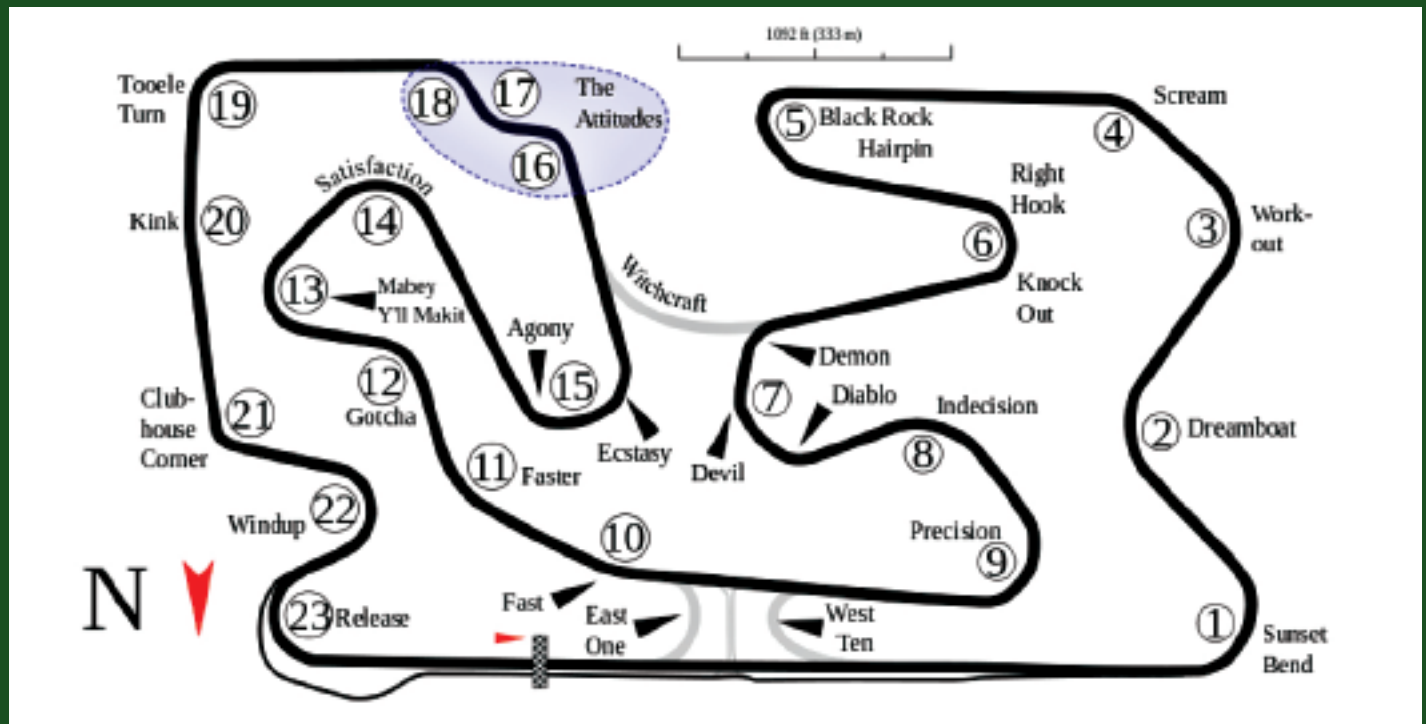
LOG 40

news



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 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 from the Lotus, Ltd. website at lotusltd.com or from the Coterie Press website at www.coteriepress.com. **100% of the sales value of each calendar sold through Coterie Press will go to Lotus, Ltd.**

The 2021 Lotus, Ltd. Wall Calendar

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Lotus is celebrating the all-electric Evija hypercar's latest award win with a gallery of new images taken during a unique and inspiring collaboration with some of the UK's most creative photographic talent.

The celebrations mark the results of the prestigious 2020 MUSE Global Design Awards, where the Lotus Evija took overall victory in the Automotive Transportation category.

The eight exclusive photo shoots took place in and around Duke of London, a former 1930s soap factory in West London transformed into a stunning motoring venue and tribute to all things automotive. Lotus invited each photographer to attend for one-on-one private access to the Evija, allowing them to choose how and where to shoot the hypercar – in their own style – in any location around the site.

Photographer Alex Carmichael commented: "A huge thanks to Lotus for giving me the opportunity to spend time with the Evija. It's not every day you get the chance to photograph the next generation of electric hypercars. I hope my photos do the car justice, and I'm looking forward to the next steps in its development before seeing them on the streets."

Russell Carr, Director of Design, Lotus, was hugely impressed with the unique and creative ways in which the photographers shot the car. "When you have spent thousands of hours looking at something from every angle – as I have with the Evija – it's fascinating to see how talented and creative people choose to photograph it when they're seeing it for the first time. There is some amazing work in this collection and the design of the car really shines through."

Russell and the Lotus design team have been honoured at the prestigious 2020 MUSE Design Awards, where the Evija was voted number one in the Automotive Transportation Design category. The international competition is judged by a grand jury of 56 design professionals representing 22 countries.

The Lotus Evija marks the start of an exciting new chapter in the history of an iconic and much-loved British sports car brand. Satisfying a brief to be the most powerful and dynamically accomplished road car in the history of the company, the Evija represents a thrilling new high water mark for Lotus driving performance.




Above: Cool blue image by Mike Will.

Below: More moody from Alex Carmichael



MUSE Global Design Award for Evija
Lotus partners with the UK's most creative photographers to celebrate


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lotus-library.com

In an effort to actively share their materials with enthusiasts the world over, Auto-Archives, the Colorado based 501c3 non-profit Automotive Library & Research Center have announced a new Lotus-themed website that, as it suggests, focuses on all things Lotus.

The Auto-Archives library has over 125,000 magazines, 8,000 books and 250,000 photographs as well as a significant collection of memorabilia that covers the history of all aspects of the automotive world but, specialise in British Marques such as Lotus, for which they hold probably the largest collection in the world.

Launched in these difficult times when we all need to 'share' with, and support, our car communities, Auto-Archives are pleased to make their Lotus materials available to Lotus fans and followers to view at free of charge at www.lotus-library.com

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My Favourite (Lotus) Things!

by Richard Parramint

Images © Richard Parramint

From memory, my Lotus collecting started in 1965 when Colin Chapman presented me with a copy of Achievement International magazine. Fifty five years later the 'collection' has grown slightly! Here are just a few of my favourite (Lotus) things.....

#1: Achievement International magazine....to this day I've never seen another one. This came from Mr.Chapman when, at the age of 12 my brother (who worked at Cheshunt) took me down to Cheshunt village hall for an exhibition about Norfolk prior to Lotus moving to Hethel.....ACBC was welcoming people to the event.

#2:Jim Clark Goggles. These came from Eddie Dennis (Team Lotus Chief Mechanic), 1967 Jim discarded them in the back of the transporter. Eddie had asked me to sell a set of gear knobs he collected over the years....Clark, Hill, Rindt, Stewart and Brabham.....I managed to get quite a lot of money for these. Eddie, who was a little 'careful', shall we say, asked me if I would rather have Clark's goggles instead of money....silly question!

#3: Club Lotus badge. Graham Arnold commissioned these in the early 60's, Colin Chapman vetoed them as he didn't want his initials on the badge.

#4: Steering wheels. Ronnie Peterson, Johnny Herbert and Mario Andretti. The Ronnie wheel: 79-2 Spanish 4th, Swedish 3rd, French 2nd, British/German retired; this came from Rex Hart, Ronnie's mechanic. Mario's 1980 Type 81-01. Johnny Herbert Type 107 wheel from 1992/3.

#5: Amalgam Lotus 38 model. One of 99 built, very special. The Amalgam Lotus 38 is a 1/8th scale model, I was present when the company came to CTL to laser measure 38-1 that Classic were restoring for the Henry Ford collection....I treated myself as I got staff discount.....I see now it retails for \$16,200!

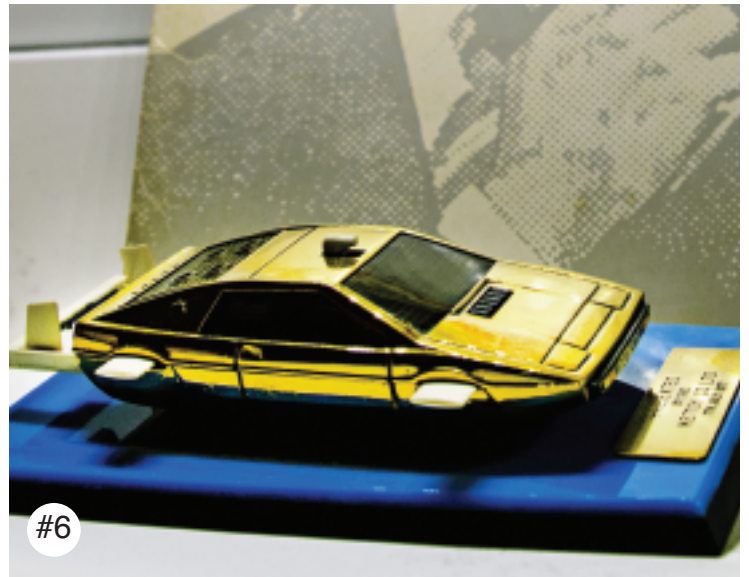
#6: James Bond Gold 007 Esprit. Only ten 14 carat gold plated Lotus model vehicles were ever made and were handed out to VIP's at the premiere of The Spy Who Loved Me on 7th July 1977 (the date is the most Bondian date: 7-7-'77). Naturally Roger Moore received one, as did Barbara Bach, Cubby Broccoli, Princess Anne.....

#7: Autographs. I have Clark, Senna, Rindt, Peterson, Andretti, Fittipaldi, Hakkinen, Oliver and Herbert and many more. I have three Clark signatures.....one I asked for in 1965 at Snetterton when he was racing Cortinas, the second was at Hethel when the first stone was laid by Colin Chapman with Jim in attendance, and the third I purchased recently (which is for sale). I'm lucky to have about ten Senna signed prints and photographs when he was driving for Lotus. Jochen Rindt: I was given by a good friend at Team Lotus. The Ronnie autograph I got at Snetterton in 1977/8 when he was testing, I asked just as he got out of the car but he needed a pee, unbeknown to me...he said follow me...which I did, into some bushes where he relived himself and then signed!!!!





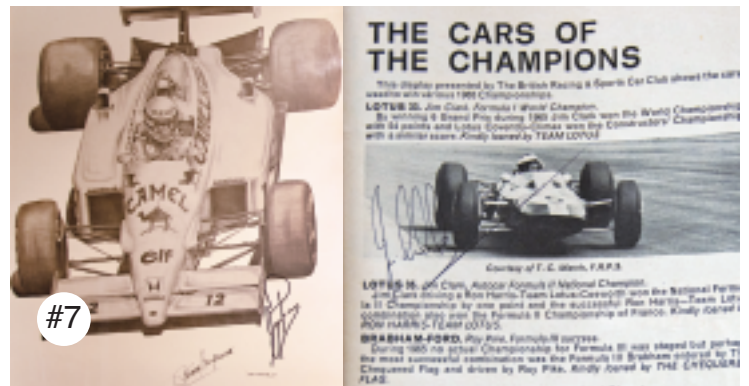
#3



#6



#4



#7



#5



#8

#8: JPS Cap. Ex Ayrton Senna, I asked him for a helmet, he gave me his cap instead....I was happy! Again Snetterton March 12th 1986. This was a shakedown for T98 prior to the Brazilian GP and a JPS photo shoot. As he drove off he waved, I gave him the thumbs up, he stopped reversed opened the window and gave me his cap.....good old Ayrton.



#9

#9: Type 99T front wing endplate. Ayrton's Detroit winning car. This came from an ex Team Lotus mechanic, as you can see it has the Monaco win sticker. Detroit and Monaco were the only wins for Ayrton that year with Active Suspension.



Yet Another Track-Day Article

*From Zero to 100+:
a novice and instructor's perspective*

by Gary Davis & Marc Caden

Images © formerinstants.com & Gary Davis.

Hi and Hello! We are your fellow Lotus, Ltd. members Marc Caden and Gary Davis. We have recently experienced a track-day with our Exige & Elise at Summit Point's main circuit in West Virginia. Although many track day articles have been written here and elsewhere, this particular article attempts to capture the experience from both ends of the Lotus spectrum – from the viewpoint of an instructor and a novice newbie.

Preparation: GARY's Novice Perspective

The day had finally arrived: Summit Point's Main Circuit; High Performance Driver Education (HPDE) organized by the BMW CCA. This was essentially my first track day, since my previous attempt resulted in severe motion sickness and I was only able to complete a few laps each session – so I consider this my first real track day. As far as getting ready for the day, you can consult my gear check-list [see page 19] for what to bring, but that is only one-third of the preparation equation. The other two pieces are: "Is your Lotus ready?" And "are YOU ready?" For me, the first question was easy because my 2005 Elise is in great shape, with excellent maintenance including plenty of meat on the brake pads, a recent oil & filter change, and a brake fluid flush. I was very confident in my Elise, having owned it for 14 trouble-free months. For this particular event, the sponsor required an independent technical inspection of the car which was easy to do at a local shop; just be sure they know how to properly lift a mid-engined car!

The second question about ME being ready was complicated by my previous motion sickness. A little research found that for me, Bonine was the right medication to overcome this condition (and not riding as a passenger before driving on the track myself!) and it worked wonderfully. As a new driver to the track, one thing that really helped my preparation was searching YouTube and finding several great in-car videos of the track. Using these I could try to learn the corners and see where the corner flag stations were located – this was very useful. Final preparation was to purchase a track insurance



policy – there are several companies out there to cover your car in case a rare incident occurs – certainly worth it for my peace of mind. So, I set the alarm, got up early and drove less than two hours to the track in West Virginia.

Preparation: MARC's Instructor Perspective

I am currently an instructor with two organizations that sponsor HPDE events – the National Capital Chapter of the BMW CCA and the Washington DC region of the Sports Car Club of America (SCCA).

The normal format for instruction at HPDE events is "in-car" where the instructor sits in the passenger seat of the student's vehicle and headsets are used to communicate. However, COVID-19 threw a real wrench into the usual way of doing things, so this event adopted a "lead-follow" instruction format to reduce the risk of viral transmission. Lead-Follow is when an instructor drives the "lead car" around the circuit while one or more student cars follow behind. The problem was that few, if any, instructors had experience with this format. So I prepped by attending an excellent webinar on lead-follow sponsored by the Motor-sports Safety Foundation and moderated by Ross Bentley (the former Indy racer and the author of the book "Speed Secrets"). I had fretted about how could I possibly begin to evaluate things like the driver's steering, brake, and throttle inputs without being in the student's car. However, after attending the webinar and doing some additional prep, I felt confident that this new lead-follow format could be very beneficial for our students.

Arrival: GARY's Novice Perspective

My biggest surprise arriving at the track was how many very serious drivers there seemed to be. The number of trailered cars, and other cars parked with stacks of tires beside them and full roll cages inside them spoke to a level of commit-



ment that I knew would be there. It was another thing to see it in person. The organizers checked me in and inspected my car and then I found my instructor, which was easy because he drove a blue Elise. Next, we gathered for a stand-up, all-hands meeting describing the flag system, emphasizing the passing rules, and generally reminding everyone that safety came first, followed by having fun and learning some new skills. Then, the instructors and an experienced time-trial group hit the track while I joined other novices for classroom instruction further emphasizing safety procedures, point-to-pass methodology, and a few tips for good lines around each of the corners. Since I was only participating on the second day of a 2-day event, most of the drivers had a huge head start on me, but I didn't mind. I wasn't here to set record lap times – just to have some fun, learn the car and keep it “shiny side up.”

Arrival: MARC's Instructor Perspective

Instructors arrived at the track a full day early (on Friday) so we could prepare for the two-day school scheduled for Saturday and Sunday. We were briefed by the chief instructor on best practices for us to use during our lead-follow sessions – like keeping students three or four car lengths distance, using unique hand signals for passing slower groups, and the designated passing zones. Ultimately, our instructor corps spent most of the day participating in exercises designed to simulate how the lead-follow format would work. All of this advanced planning might seem like overkill, but it helped ensure that the event would be well organized and run safely.

There was a 7:30am instructor's meeting on the day of the event and then I met my students for the weekend. I normally send out an email to my assigned student(s) a few

days in advance of the event to find out their experience level, personal objectives, and what car they will be driving. When we meet in person, I will typically spend 15-20 minutes with my student going into greater detail regarding their goals, discussing the nuances of the track, and doing a safety review. For this event, I would be instructing two intermediate students both driving BMW M cars. I explained to them that we would be driving as a united team of three cars at all times – each of us staying roughly four car lengths from one another. Although, I would start out as the lead-car to demonstrate the proper line and braking points, ultimately we would progress to passing one another with a point-by (a “point-by” occurs when a driver signals for another driver to initiate a pass with an outstretched arm and pointed finger) so that each of my students would experience what it was like to drive as the lead-car and to practice passing.

On the track: GARY's Novice Perspective

My instructor, also in an Elise, is directly in front of me on the grid. The track workers kindly remind me to fasten my helmet's chin strap and then it seems like before I can blink we are doing quite a good clip on the main straight headed into the first corner. Due to COVID, there is no “in-car” instruction; we are all in a “lead-follow” format where the instructor is the lead car and the novice driver is a few car lengths behind. During the warmup lap, I try my best to follow the line of the Blue Elise, knowing that the instructor is probably wondering how good my brakes are. Luckily for both of us, they were excellent! During this first session, the YouTube videos really helped me learn the track, although obviously there is nothing like actually driving it. Some of the blind apexes were quite exciting due to the low Elise seating position, but after a few laps even my overloaded brain could anticipate where they would be.

Yet Another Track-Day Article

“From Zero to 100+: a novice and instructor's perspective”

Images © formerinstants.com



On the track: MARC's Instructor Perspective

Gary raises some excellent points specific to driving a Lotus on track! Because our cars are so low – a Lotus driver may encounter more blind apexes than cars that naturally sit higher. This means that as a driver you might need to use a different set of reference points to locate certain apexes than your buddy in a BMW. As Gary also notes, because our cars are so light you may find that your braking reference points are different than then cars around you that could be nearly twice the weight.

Our aluminum bonded cars with their “added lightness” have unique attributes that allow them to excel in certain places on track – like with high cornering speeds – where other cars might not be quite as nimble. Where a V8 powered muscle car may make time on the long front straight at Summit Main between turns 10 and 1, a stock Elise like Gary’s can excel on the technical sections between turns 5 and 8. Weighing in at a svelte 1950lb and with just 190bhp a stock Elise may not be the fastest car on track, but it is fast enough. And any speed you are able to extract from it will be well earned and likely due to your improved technique, rather than simply mashing the “go pedal” on the straight sections or over-reliance on electronic nannies. I can say without hesitation that I have never had more fun on track than when driving my Lotus, and at the end of the day (at least for me) it is more about having fun than achieving raw speed or time.

Skidpad: GARY's Novice Perspective

In between track sessions, we students had the opportunity to try the wet puddle-filled skid pad. It was a lot of fun, and I strongly recommend it to any novice track driver. The first few times around, the instructors were wildly motioning to me like WW2 aircraft-carrier flagmen guiding in a Corsair on final ap-



Club Member NEWS

proach that they wanted me to understeer and then correct it. The Elise obeyed my every command, gathering speed, feeling the vibration of the front wheels, gathering more speed, feeling the entire chassis shudder with massive understeer, then correcting it. Fairly straightforward. Then the instructor wanted oversteer. OK, that was easy too! Way too easy – to enter uncontrolled spinning coming to a stop after a giant puddle covering the car with spray from every direction. At least aluminum and fiberglass don't rust, right? The Elise's mid-engine layout and small polar moment of inertia ganged up on me and turned me into a spinning example of conservation of momentum. I was terrible! Unfortunately, I only had a few skidpad laps to try to get it right before the next on-track session. Humbled, I await another chance to catch my proclivity to spin.

Skidpad: MARC's Instructor Perspective

I consider a student's experience on the skidpad to be a critical aspect of any HPDE weekend, perhaps more so than the actual track time. If a student is able to recognize, induce, and correct understeer/oversteer situations in a controlled environment like the skidpad, then the student will be more likely to handle the same situation if encountered either on track or perhaps even a snowy road.

You know the old saying right? “LOTUS” stands for Lift Off Throttle You Spin! I happen to think our cars tendency to oversteer or on understeer on track is much more controllable than many folks suggest – so you shouldn't consider your Lotus to be some sort of spinning top. At our local BMW CCA events, every student is required to attend one skidpad session per day. The skidpad is in essence a large donut shaped piece of slick pavement that is kept wet at all times. As an instructor, I first ask each of my students to induce and correct understeer, which occurs when the front wheels are turned, but the car isn't turning as much as you as your requested steering input. A stock Elise has narrow front tires and limited front camber – so the car is more or less set-up to understeer. Fortunately, it is a relatively controllable situation typically resolved by easing off the throttle (to add weight/grip to the front tires) and possibly reducing your steering input to regain grip. Next up, I ask my students to induce oversteer either by lifting hard off the accelerator or blipping the throttle. Oversteer occurs when the rear tires lose traction before the fronts (think drifting). The correction typically involves countersteering, adjusting throttle, and then returning the steering wheel to straight as the car corrects itself. This can all happen quickly in a short wheel base little Lotus and as Gary notes – if you don't catch the car, you will spin. No question that it's better to figure out your car control skills on the skidpad than on track! By the way – both of my intermediate students for the weekend performed like advanced students on the skidpad with one of them nearly completing a full circle of wide angle, controlled oversteer.

More laps: GARY's Novice Perspective

After each track session, Matthew Cahn, my wonderful instructor, would have a debrief session. He pointed out what was working, what I needed to consider changing, and asked me questions about various corners, etc. Obviously the lead-follow format has no real-time feedback as does in-car instruction when your instructor is next to you telling you everything as it happens. One benefit of lead-follow was the glorious (in my own mind at least) moment when I got the point-by, thus allowing me to pass that beautiful Blue Lotus and lead myself for a few laps. Without the crutch of being able to follow the correct line, and without seeing the proper braking points, it was all up to me. While certain I did not set any lap records, I have to say it was the highlight of my day being able to literally drive as fast as I felt comfortable to go – all while trying to watch for the flaggers at triple digit speeds, keep an eye on 400 horsepower M4s to point them by to pass me on the straights, and trying to remember the location of the next apex.

More laps: MARC's Instructor Perspective

It was heartening to see improvement from my two students as the weekend progressed. Our early sessions focused mainly on how to consistently drive the best line around the circuit. I focused on the basics like when to brake, turn-in, and where to begin acceleration. I also had sessions where I made my students execute as many clean passes as possible each lap. We spent entire sessions driving completely off-line to explore other areas of the circuit. I also designed some trail braking exercises into turns 1 and 5 where my students could follow me (with instructions to watch when my brake lights go off) to show that it was possible to trail brake all the way to apex and using the simultaneous combination of brake pressure release with steering input. As the weekend progressed, my students lapped Summit Main more consistently, faster, and smoother. At the end of each 25-minute session, we would have a 10-15 minute debrief and at the end of the weekend had a more complete wrap-up conversation. I also sent each of my students a thorough written evaluation using the "drivingevals" website (www.drivingevals.com).

As many of you with an Exige S already know, the car has no visibility with rear view mirror because the intercooler obscures your view. In fact, my car literally has no rear view mirror whatsoever since the previous owner discarded it (I think he must have decided it was just useless added weight). This made instructing my students more difficult when I was in the lead position because in addition to driving my car at speed and demonstrating the perfect line, I was constantly using my side view mirrors to closely monitor my two students. Practicing this during our simulated exercises on the Friday before the event was helpful and of course it was much easier for me to see my students when I was driving behind them.

Cooldown & After: GARY's Novice Perspective

I drove home like a grandmother, basically because I was so brain-tired after getting up early and spending so much time in a helmet while on adrenaline, yet attempting to stay calm and deliberate. The thoughts that kept running through my mind, in no particular order were a jumble of "I LOVE this car. I really appreciate the instructor for trusting me to pass him and lead a few laps. I'm glad I was not the person who rolled their car (no injury)", and "I could have gone FASTER." Seeing all the fully race-prepared cars in the faster groups was awesome, but I think there is something simple and elegant about being able to drive my Lotus to work and to the track. The Elise is perfect for me; I'll leave the faster part for next time – I know I'm a novice and that's OK because the Lotus has plenty more to teach me.

Cooldown & After: MARC's Instructor Perspective

Over the years, I have had the good fortune to track vehicles with their engines located in every possible position - front, middle, and rear. I think this experience has helped me to coach students on how the engine location can affect vehicle dynamics and how to effectively use this to your advantage on track. At this event, I think Gary was greatly benefitted by having an experienced HPDE instructor who also drove a Lotus Elise and was able to better prepare him for what to expect. The nice thing about our cars is that straight from Hethel they were designed and engineered with the understanding that they might see use on track. That doesn't mean every Lotus needs to see track time, but it does mean should you decide to enroll in a driver's school, your car needs very little to make it a worthy subject. I have driven a literally bone stock (e.g., stock pads, stock rotors, base Bilstein suspension) Elise on track and found it performed admirably and without a hiccup.

Summary:

We have tried to present the opposite ends of a track-day from two different, but very Lotus, points-of-view. Now get out there and begin planning a track day for yourself and your Lotus; it will be good for both of you.

Credits:

Thanks to the National Capital chapter of the BMW CCA for organizing the HPDE event.
Thanks to my instructor (and blue SC Elise driver) Matthew Cahn for keeping me on the track.
Thanks to Bob Collum of the NOVA chapter for getting us in touch with Lotus reMarque.
Thanks to Alan Olson of formerinstants.com photography who took some of the amazing shots.
Special thanks to all the flag station workers at Summit Point who looked out for our safety!

Yet Another Track-Day Article

"From Zero to 100+: a novice and instructor's perspective"



TRACK-DAY GEAR LIST - Revised A

(yes this really does all fit in the Bootie-Bag in the Elise trunk except the helmet)

Category: Clothing

	check	
1	Helmet (& comm system as appropriate)	<input type="checkbox"/>
1	Long pants (required)	<input type="checkbox"/>
4	Driving shoes & comfy sneakers	<input type="checkbox"/>
2	Rain Jacket/shell and sweatshirt/fleece & other clothes as needed if staying over or folding rain poncho	<input type="checkbox"/>
1	Extra T-shirt in case you sweat or puke or spill your post-track beer	<input type="checkbox"/>
1	Hat	<input type="checkbox"/>
1	Sunglasses	<input type="checkbox"/>
2	Driving Gloves	<input type="checkbox"/>

Category: Food

1	Bonine (if prone to motion sickness)	<input type="checkbox"/>
1	Advil	<input type="checkbox"/>
3	Water / Gatorade	<input type="checkbox"/>
5	Snacks	<input type="checkbox"/>

Category: If Camping

1	Tent / Stove / Fuel / Food / Coffee / Camp Chair	<input type="checkbox"/>
1	Sleeping bag / liner, sleeping pad / inflatable pillow	<input type="checkbox"/>
1	Toiletries Kit: toothbrush/paste, soap, comb, deodorant, shampoo, etc.	<input type="checkbox"/>
1	Head Lamp with spare batteries	<input type="checkbox"/>
1	Insect repellent & sun screen	<input type="checkbox"/>
1	Trash bag	<input type="checkbox"/>

Category: Car Parts & Tools

1	Extra quart of oil	
111	Black/white tape for numbers, window cleaner & paper towels	<input type="checkbox"/>
4	Extra set of brake pads, brake fluid, hammer & punch for brake pins & brake bleeder wrench (11 mm)	<input type="checkbox"/>
1	Multitool, zip ties	<input type="checkbox"/>
1	Hockey puck (for jack cushion)	<input type="checkbox"/>
1	Tire Pump, pressure gauge, tire plug kit, breaker bar, torque wrench & 17mm lug socket, extra stud & lug nuts	<input type="checkbox"/>
1	Track camera / GPS / data logger	<input type="checkbox"/>
1	Bootie Bag, Tool Bag, Day Pack & Tarp to cover in rain	<input type="checkbox"/>
1	Phone and charger	<input type="checkbox"/>

Category: Paperwork

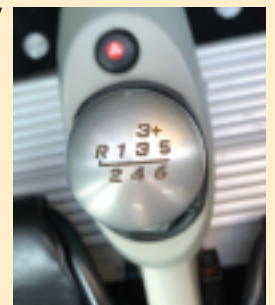
1	Tech Inspection Sheet, Medical Forms, etc.	<input type="checkbox"/>
1	Registration Paperwork, Notebook & Pen	<input type="checkbox"/>
1	Track Insurance Paperwork	<input type="checkbox"/>
Lots	Spending cash & Wallet & EZPass	<input type="checkbox"/>
10	Full tank of gas!	<input type="checkbox"/>

Things I forgot that I should bring next time:

Epilogue: I was driving my Elise along a wonderful two-lane road when I unexpectedly bumped the shifter forwards while in third gear. This is how I found "3+". This is the special gear ratio that gets you a slightly taller gear than third, ideal for when fourth gear is too high. Sublime for that apex to apex run, keeping the Elise in the best zone of its power band!

It was at that point that I recalled the old story about Colin Chapman's innovation of secret extra gear

ratios hidden cleverly within the transmission. Nobody noticed because there was so much shifting among the cars at the standing start of the F1 races that for decades no one knew about the special added "3+" gear except for the Lotus drivers. Now I had finally found the secret for myself and was so excited to use it at the track and tell (only) my Lotus friends! Then I woke up, sad it was not real, but happy that my subconscious could weave such a tapestry of lost Lotus lore. What is your Lotus dream? - **Gary Davis**





NORTHERN EXPOSURE 2020: **AGAINST ALL ODDS**

by Jenna Meyer

Images © Jenna Meyer

While many of the other social gatherings and car shows this year were cancelled, on October 1-4 the LotusPALS took on the Pennsylvania Wilds and the Corona Virus in Wellsboro PA.

Jenna Meyer and Kenny Swinnich co-chaired an event that was planned like many other events this year, including LOG 40, and almost had to be put on the back burner. Our event was held in Wellsboro, PA.

Wellsboro is a quaint town of about 3,000 people that still embraces gaslight street lamps running up and down Main Street, which is lined with all kinds of shops and restaurants, and has the PA Grand Canyon and the Pennsylvania Wilds to the west. The Wilds has some of the most beautiful roads for what our Lotus cars were designed for: miles and miles of turns, esses, long sweepers and straights. All bordered by some of the most beautiful scenery in the East... mountains, rivers, railroads and rail trails. Roads that pick their way from town to town, borough to borough, through some of the largest





tracts of dense forest in the state. Roads that you can explore sometimes without seeing another vehicle for what seems like hours while you take in the beautiful landscape. Its just you, your Lotus, and nature during the peak of the fall foliage colors.

The idea started out a year ago as an alternative to the long distant travel for us “East Coasters” who couldn’t make it to our “Holy Grail” of LOG 40 this year. We came up with an idea for a nice long weekend in the mountains of the Pennsylvania Wilds. Everything was going well, then the Pandemic hit. Over the ensuing months we would constantly get phone calls, including one just 25-days before the event, with the disheartening “I’m sorry message” for the venues we had planned. What started out with a 40-person limit was whittled down to 30, and then just 25-people due to the virus. Though the virus was almost nonexistent up here in the mountains, rules are rules and they had to be followed. Every torque wrench was thrown into the works at every turn and we were very demoralized about what we should do, but we soldiered on thanks to the enormous responses from our members to please keep this going. Soldier on we did!

The Tioga Country Club came through for us and they were instrumental in saving the event. They won our hearts and stomachs. The food was abundant and particularly good, but so was our private setting overlooking the 18th green.

We recruited the help of well known Esprit aficionado Atwell Haines to assist in the mapping of routes, with his experience with the STPR Pro Rally Series, his efforts were invaluable in laying out routes through the forest. Kenny’s wife, Sammie put together the info packets, designed and made all of the beautiful centerpieces, and the list goes on and on.

The event started out on Thursday with eight of our members coming up early and heading out for a great meal at The Log Cabin Restaurant near the source of the Grand Canyon.



On Friday evening we all met on the “Green,” an old fashioned town square in the middle of Wellsboro. We had arranged with the Wellsboro Police to have reserved parking around the “Green” for the entire weekend. We then headed up to the Tioga Country Club for the “Official” kickoff of the weekend, a “Meet and Greet” with a great choice of food offerings and adult beverages, with social distancing and masks rules being observed. The attendees were also given their official event specific jackets for the men and Columbia fleece jackets for the ladies. Info packets including the route maps and area information were also distributed. Routes were from three to six hours in length, but most picked the three and a half hour routes with plenty of time to stop at local restaurants and vistas. The overlooks at Hyner View, Leonard Harrison and Colton Point State Parks were enormous hits with the attendees.

On Saturday morning we all met on the “Green” in the middle of Wellsboro and headed up to the Wellsboro-Johnston airport for the group photo. The backdrop of the group photo couldn’t have been better and next year’s visit to the airport should be even better with plane rides being available. From there, everyone split up into small groups to take a tour of the Wilds at their own pace. Aside from Jenna having a slight meeting with a female elk on the shoulder of the road, (YIKES!) no other close call wildlife encounters were reported.

Saturday evening took us back to the Tioga Country Club for our delicious Saturday night buffet dinner and farewells. Although the event was just about over, it was nice to see a lot of the members still walking around town on Sunday afternoon, just hanging around and taking it all in.

The response from those who made the trip has been overwhelmingly positive and we will be making this an annual event. We already have our Northern Exposure event scheduled for Thursday July 29th-Sunday August 1st 2021. Why not join us to visit the Pennsylvania Wilds in Beautiful Lotus Green!



magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

As mentioned in my last column, the October 8 issue of Autosport features the Lotus 72 on its 50th anniversary. There's Fittipaldi's championship winning car on the cover and inside there are seven articles over 25-pages. The section starts with Clive Chapman's recollections, followed by a history of the car. Then there are two pages of Giorgio Piola's illustrations. Next is an interview with Emerson Fittipaldi as well as a sidebar about his fellow Team Lotus drivers. The next article covers each of the Type 72's F1 victories. The restoration of Fittipaldi's favorite, chassis 72/5 follows. The last piece is the race history of the works Type 72's.

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.

There are two Lotus articles in the September issue of CAR magazine. In the first one, the Evora GT410 is compared with the new 718 Cayman GTS 4.0, the BMW M2 CS and the Alpine A110S (12-pages). The Evora, although regularly developed, is the "oldster" in the group. It is expensive, compared with the others and its interior isn't up to that of the others. However, once the reviewer started it up, he knew why it was included in the group - "For total immersion, not much matches an Evora." It has its quirks - one driver found the gearchange awkward and felt a dead spot at the top of the brake pedal's travel while the reviewer thought that the pedals were oddly positioned. While all of the cars have standout steering, the Evora's is "something else again." The throttle response is the group's best, as is the exhaust sound. The GT410 is a softer Evora, emphasizing comfort but not sacrificing the driving experi-



ence. It felt more at home on the race track than any of the other cars. It continuously tells the driver what it is going to do - no sudden changes with this car. The Evora ranked third in the final count. All cars were given five stars. The Cayman was first, the M2 second and the Alpine fourth. The Evora is the car for the driver looking for the top driving experience. The cost, age and lesser quality interior weighed heavily against the Evora.

The second Lotus article in the September CAR is a 2-page article about having owned a 2012 Evora for a year. This car is equipped with the Tech and Sport packages. The owner loves the way the car drives, but as has long been a complaint about the Evora, the trim and finish lag that of its competitors. While it may be more of a daily driver than other Lotus models, it doesn't fit the bill for this driver. Tips from this owner: 1. prices vary widely depending upon history, condition and spec (supercharged Evora S costs a lot more); 2. If you're tall or have bad back you may struggle getting in and out; 3. Have it serviced by an expert who will know how to get to the hard to find parts.

See the November issue of Octane for a 1-page driving review of the Evora GT410. The GT410 is Lotus more refined version of the GT410 Sport, the fastest and most focused Evora to date. This version is a return

to the idea of a grand touring car - a more comfortable, more useful car. The chassis settings have been softened while not losing the Evora's superb handling and road feel. The tires are a bit less sticky than those on the Sport. The interior is a bit more luxurious and comfortable. The seats are heated Sparco ones and there is a clear engine cover that slightly improves visibility. The car's slight decrease in grip and speed is made up for with the GT410's suppleness. The hydraulic power steering is light, very precise and communicative. The Toyota based V6 sounds ferocious when the exhaust valves open. As to speed - expect a 4.1-second 0-60mph time, and a top speed of 186mph. Two negatives - cost - it is expensive; expect to pay around \$110,00 (UK) and the interior isn't up to the competition. While other cars may be faster and more modern feeling, "... none of them deliver driving sensations quite like this."

Interested in an Evora GT410? See the October Classic & Sports Car Future Classic column for a 1-page article. Lotus has been producing the Evora since 2008. The car is a typical Lotus - a driver's car. The design is ageless and the sound of the supercharged V6 is intoxicating. There are few cars that handle like the Evora. Of course, like most Lotus cars, it has its quirks and the interior is dated and not up to the quality of the Evora's competition. For Lotus lovers, that's part of the car's charm. Drive the car and you'll want one. The ride is supple and the car is poised.





This latest version is the softened version of the Sport model - more of a daily driver.

The November Motor Sport contains three articles of interest to Lotus fans. There is a 2-page road test of the Caterham Super Seven 1600 – throw back Caterham. This one is powered by a Ford 135bhp, 4-cylinder engine – it is the least powerful Seven in the current Caterham range. There's a nice Moto-Lita wood rim steering wheel and the switches and gauges are old school. The steering, shifter and pedal effort are right on. Unfortunately, the cost of driving this fun car is steep – about \$46,000 (UK) in kit form. But if you're looking for a "proper driver's car," it is here.

The second piece is about the cult heroes of motorsport. Lotus drivers Jo Siffert (#22), Ronnie Peterson (#18), Kimi Raikkonen (#9) and Jochen Rindt (#1) are profiled.

The third article, 13-pages long, is about Jochen Rindt – Born to be King. Rindt's parents were killed by an Allied bombing during WW2. He was raised in Austria by his maternal grandparents. Rindt was a somewhat wild child and broke several bones motorcycle riding as a youngster. He was expelled from school, then sent off to a boarding school. He loved to ski but twice broke his thigh skiing. He drove his Volkswagen for a year and a half before he had a license, getting caught the day before he was eligible to get his license. He and his good friend Helmut Marko were partners in crime. One night, when Marko, driving his father's Chevrolet, attempted to pass Rindt, the Chevrolet ended

up on the edge of a cliff and then slowly slid down the embankment. Rindt started racing when he was 19, rallying at airfields in Austria (Austria didn't have any "real" tracks). In August 1961 Rindt and Marko travelled to the Monaco Grand Prix. They were both fans of Von Trips and Rindt told Marko that he wanted to race in F1. Rindt started doing hill climbs and got some support from a local Alfa dealer. His next step was to F2, and that led to going to England. Rindt met Bernie Ecclestone in 1965 when Rindt was invited to drive for Cooper in F1. Rindt move on to Team Lotus where his relationship with Colin Chapman was a bit stormy. Chapman was upset that Rindt complained to the media about the team cars after rear wing failures caused him and Hill to crash during the 1969 Spanish GP. They spoke at the Nurburgring which helped the relationship. Rindt was driven to win the championship and realized that Lotus was his best chance to win it, despite any misgivings that he might have about the car's safety. Perhaps his greatest victory was at Monaco in 1970. This is the race where he was far behind Jack Brabham but put on a furious finish and forced Brabham to make an error on the last lap that allowed Jochen to pass him for the win. There was excitement before the race. Rindt, Chapman and others were sitting on the pit counter when a policeman started in on him. Rindt put his armband around his ankle. When the policeman attempted to remove it, Rindt kicked him in the face. The group hopped over to the car, pushing the police out of the way. For more details, read the article. There is also a 6-page story about Rindt in the November 2020 issue of Classic & Sports Car.

There is a piece about the Lotus Carlton in the October Practical Classics. It is picked as the revolutionary car of 1990 (yes, it wasn't sold until 1991). This was the true "fast saloon," the wolf in sheep's clothing. Lotus took a car that started out as an everyday family car and made it into a scandalous beast. The media howled that it was too fast, having a 178mph top speed. With twin turbos, Lotus got 377bhp from the 3.6-litre straight-six engine. They added bulging wheel arches to contain the uprated suspension and tires.

See the October EVO for a 1-page archival article about driving a 2-Eleven to Clermont-Ferrand, France from the UK in 2007. They decided to avoid the traffic around Paris and decided to take a route that would add an additional 90-minutes to the trip while the other cars being tested took the shorter route via Paris. Since the 2-Eleven lacked a windscreen, the driver had to wear a helmet. This meant constant buffeting as well as lots of noise. When they arrived at their destination hotel, they found the others there – well fed, drinking and rested.

Also in this EVO issue is a comparison between the Evora GT410 and a Porsche 911 Carrera (8-pages). A comparison of the most road biased and livable Evora and the simplest and least embellished 911. The Porsche has bigger wheels and tires than the standard fitment, otherwise it is the most basic 911 currently available. The Evora was standard, with a manual transmission, unlike the Porsche which only comes with an automatic. The Porsche is the easier car to drive – you don't have to think about what you're doing. But when the reviewer went back to the Evora, he found that he didn't realize what he was missing in the Porsche. What the Evora does well it does in a more involving way. In the end, the higher level of finish and development led to his picking the Porsche as the better car, particularly for everyday use. However, if you want to enjoy driving a car that is responsive to what you do, you'd likely choose the Evora.

There's an 8-page interview with Kimi Raikkonen in the 22 October issue of Autosport. Kimi has been an F1 champion and is the most experienced F1 driver in history. Most Lotus fans remember him for saying "Leave me alone, I know what I'm doing" to his engineer during the Abu Dhabi GP when he raced for the Lotus branded team in 2012. There's an accompanying article about his top ten F1 drives that includes his win at the 2013 Australian GP in the Lotus E21, as well as his second in 2012 in Hungary in the Lotus E20.

magazine watch From The Archives

by William Taylor

Images © Coterie Press

At the Lotus 50th Anniversary celebrations held at Hethel in September of 1998, Lotus Cars announced a new 'club' for Lotus enthusiasts. The Official Lotus Club, or as it became widely known, the OLC, was conceived and funded by Lotus Cars but initially managed by Nigel Belson out of River Publishing in London's West End.

Of course, at this time in history any new car club or car company in this case, needed a glossy magazine to spearhead their PR drive and Lotus was no exception. Lotus Cars, however, started with something a little more low-key as they say. The 8-page, A4 size, OLC newsletter which was also produced by River, was the first 'official' magazine from Lotus Cars (rather than Team Lotus) in nearly thirty years.

The first issue, officially titled Autumn 1998, Issue One (see right) rather than Vol.1, No.1 as one might have expected, was something that all Lotus fans hoped would be a long term publication. The issue hit the mailbox of club members in October of that year.

There would be another four issues before the end of 1999. By that time the newsletter had at least increased to 16-pages, was on a heavier weight paper and, which at least gave it some feeling of quality!

Issue One of course had an introduction to the Club by Belson. It was followed by brief articles on the first showing of a prototype stripped-out Elise from Lotus Special Vehicles Operations Division that would subsequently be released as the 340R, Classic Team Lotus, and a new book released that month by Coterie Press, The Lotus Book.

Issue two featured Mark Waldron's twin-turbo Elise hill-climb car on the front cover and a look at the extraordinary SID Esprit development car that had been built in 1989. SID stood for Lotus Structures Isolation and Dynamics Research Vehicle and this Esprit was way more than what it looked on the surface, simply a hacked about Esprit. The chassis featured active ride, active rear wheel steering, and a composite body, all equipped with powerful data collection and analysis computers.

Issue three had the new Elise Sport 135 on the cover and to commemorate the 10,000th Esprit built, a feature story on the Esprit on page 5 that showed a very orange early S1 car.

Issues four and five both featured the just released Project M250 Concept car on the cover. This 'baby' Supercar was intended to be a light-weight, 250bhp, 3.0-litre, V6 Coupe that would sit between the Elise and Esprit in the Lotus range. At the back of issue six was a short article on Lotus Engineer Roger Becker who had starred in the James Bond movie 'The Spy Who Loved Me' as stand in 'stunt' driver when the so called professional couldn't drive the infamous white Esprit in a style that the director demanded.





magazine watch



THE STORY OF A BIKE: a book by Paul Greasley

by William Taylor Images © Coterie Press

I have to be honest and say that self-published books are usually a huge let-down to me. I guess working on publications myself means that I am way too involved to be truly objective. I feel that more often than not, the author's passion and knowledge for their undoubtedly specialist subject, means they lose sight how it looks and how it tells the story to someone with no previous knowledge.

This publication is not one of those cases! I really did enjoy every aspect of this neat little hard-cover book. It may only be 8-inches square, and have just 52 pages, but if you are a Lotus (or cycling) enthusiast it's a little gem of a book that covers a subject that there is, in all honesty, very little written about.

THE STORY OF A BIKE does just that; it tells the story of the Lotus Type 108 and 110 bikes in a concise, highly-readable and detail-packed way. Greasley, who is historian of the Lotus 110 owners' club, has done a great job pulling together a huge amount of information on how, in just five years, the Lotus bike project came about, developed into an Olympic Gold Medal winning concept, evolved into a Tour de France stage-winning machine, and was subsequently banned by the UCI. Greasley, who interviewed several of the Lotus engineers involved in the project, tells the story in an engaging way.

As a self-published, limited production book (just 60 were printed), THE STORY OF A BIKE doesn't try to do more than it needs to, it just tells it how it was. The design aspect of the book is excellent, neat, tidy and cleanly laid out. The images, many of which I have never seen before are all used full page which maximises their effectiveness, and image management and reproduction is excellent quality, as is print and production quality.

I guess the only thing I would like to have seen in the book.... is more. Maybe a bit more technical stuff for the more nerdy types who don't necessarily know too much about bike racing (like myself) would have been good. Maybe a specification comparison between the two Type numbers would be interesting reading.

All in all, congratulations are in order to Greasley for having the idea in the first place and pulling it all together into a fascinating book. Well done!



Product REVIEW

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Living the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro, Coleridge Press

In the spring of 1968, it was my brother Angelo who gave me my first Corvette which in a roundabout way led me to my first Lotus. So, it is fitting that my brother led me this week to purchase a 2005 Mazda Speed Miata. I have written about my brother's role in the journey that took me down this "Living the Lotus Life" path and it has been printed several times in reMarque over the years. If you have not read it, send me an email to tvacc@lotusowners.com and I can send you a pdf file.

My brother has driven my Elans over the years, so I always assumed he knew the connection of the Mazda Miata to the Lotus Elan. I'm pretty sure that once or twice I had told him the story of Bob Hall, the Miata, and the Lotus Elan. I was very happy and not totally surprised when in 1992, my brother purchased his son's (my nephew's) Miata. It was my nephew Nick's first sports car and it was only a new job that forced him to sell the car for a larger vehicle.

Bob Hall was the "father" of the Miata and I spoke at length with Bob several times. This is his story as I recall him relaying it to me. Bob Hall worked for Mazda. One of his bosses based in Japan was a longtime fan of the Avengers television show and even more a fan of Emma Peel and her Elan.

When Mazda proposed the idea of a small 2-seater sports car, the management at Mazda asked Bob Hall go to Dave Bean, the Lotus parts distributor on the west coast, and purchase a white Lotus Elan for Mazda to study. The employee who had directed Bob to buy the Elan was so enamored by Emma that Bob was also instructed to have the Elan painted the same color as the car on the Avengers television show! What I did not know and was surprised to learn is that they also purchased an MGB which I will get back to later. Bob drove the Elan up and down the California coast and had every intention to one-day purchase the Elan from Mazda as his planned retirement was approaching. He told me he could not think of a better retirement vehicle. Bob's purchase plans were thrown askew when Mazda requested that the Elan be sent to Japan for further study, along with the MGB I mentioned earlier.

I asked Bob about the rumor that the Miata was based on the Lotus Elan and he became a little defensive with my question. That is when he told me about the MGB and was very insistent that the Lotus AND the MGB were the basis for the Miata. The design process included the designers walking around the Elan and the MGB placing Post-It-Notes on the parts of each car that they wanted the Miata to emulate. For example, Bob said they put a note on the gear shift, twin cam motor, and exhaust of the Elan. They put a note on the interior and doors of the MGB.

Years later, long after Bob had retired from Mazda, there was a dinner in Japan celebrating the anniversary of the building of the Miata. Bob attended the affair, and after dinner, the gentleman who had directed him to buy the Elan from Dave Bean asked Bob if he would like to see something. Walking across the factory to a completely empty warehouse, sitting in the middle of the warehouse was the Lotus Elan Bob had purchased all those years ago. They took off the cover and there was the Elan, with the exception of the Emma Peel paint job, pretty much the same as Bob had purchased it from Dave Bean. For all I know, it might still be there!

I bought my brother's Miata for my son Brian in about 2004. It was his first car, had 115,000 miles on it, and we affectionately called it the "Training Lotus." Brian drove that car for about two years, following me on Sunday LOONY breakfast runs all over the New York state. Brian bought his second Miata, a 1999 Anniversary Edition from fellow LOONY and Lotus, Ltd. member Nate Fawcett. Nate had bought a 2005 Elise and Brian had always admired his





Anniversary Edition Miata and a deal was struck with Nate to replace the “Training Lotus.” We sold the first Miata to Chris Morphy, a fellow LOONY whose Lotus 7 was still in a state of restoration. Chris drove the Miata for a few years and then he bought a M100 Elan and the ‘Training Lotus’ was parked.

A few weeks ago, I sold Chris my M100 Elan. Typically like most Lotus owners, he now has two. In the deal, I asked for the “Training Lotus” back. My brother had asked about his old Miata and wondered if Chris still had it. My plan was to give it back to my brother as a thank you for that first Corvette. I know, not an even pay-back, but I thought he would enjoy it as he had just sold his Corvette and I figured that is why he was asking me about the Miata. I told Angelo that I had bought the car back and it was his for the taking. He thought about it for a while, but its lack of a working driver airbag, and no passenger airbag at all led my brother to decline the offer. As the roads were still clear of snow and salt, I drove the Miata for a few weeks in November recalling how similar it appeared to be to my early Elans. The gearbox was pretty close to the Elan and the exhaust did sound similar, so I suppose the Mazda designers got that part right.

One thing the designers did miss was that the early Miata’s were just not fast enough. I was spoiled by the quickness, responsiveness, and the handling of the Elan. It did not help that in the last issue of Lotus reMarque I wrote about driving my Elan home from long term storage. With the 140 horsepower Twin-cam, the lightness of the car with the Spyder chassis and suspension, dim Elan recollections got bright quickly. When I compared the Miata to the Elan, I knew I was not going to be happy. So, I got to thinking that an Elan inspired Turbocharged MazdaSpeed Miata might just do the trick.



After searching for about two weeks, I found one in Kansas City with 23,000 miles. A bit of a distance from Buffalo New York, but Lotus, Ltd. came to the rescue. I called Lotus, Ltd. member Mike Roberts and asked him if he would do the deal and buy it for me. He said he would and would even take it for a pre-purchase inspection. As I write this, Fedex has literally just delivered my check to Mike and he will complete the deal for me next week after the Christmas Holiday.

Leading the Lotus Life sure takes some strange turns. From Brian driving the “Training Lotus” and myself buying a MazdaSpeed. It is all Lotus connected and it is all Living the Lotus Life!

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CARS FOR SALE

1966 Lotus 31 FF One of 10 cars constructed expressly for Jim Russell Racing drivers School (UK) in 1966. Originally built with a 1500 (Super Seven??) engine, but converted to Formula Ford by Jim Russell in 1967 at the inception of Formula Ford class, making it one of the oldest Formula Fords in existence. Sub-



sequently sold to the Russell Racing School in Canada when that school opened. This is a very rare car. The only other I know of in the US. is in the Barber Museum. My car is featured in The Lotus Book (William Taylor). Engine has two race weekends on a complete rebuild (new SCAT crankshaft, new pistons, new camshaft). This car is absolutely race ready (really), and well sorted. Very nice car. The car has been extensively researched to verify its history. \$35,000. Charlie 419-334-8452 or dfoss@netzero.com

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



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 Twin-Cam JPS, 5 speed, Black with gold trim, original paint. 35K miles. Real JPS verified by Lotus with letter from Lotus archivist. Rugs and seats are out of car due to mold issue because car was flooded up to bottom of seats due to water pipe break over car. All mold has been killed off with ozone and car has been in my garage with my other cars for past 3 years. While under my lift, car above leaked brake fluid onto small area on left front fender and hood. Estimate of \$500 to fix. Motor turns fine with wrench on crankshaft nut. Don't know much more about it. Now includes new set of rugs. \$13,000 but open to offers. Pictures and personal inspection available. Car is in Buffalo NY in heated garage. 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

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.

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

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

CARS FOR SALE

with all original Lotus parts. The backbone frame is the original and zinc 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. \$9,500 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 ttfenton@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

Lotus Books & Manuals

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

2005 Lotus Elise Parts 4 Yokohama tires (Lotus specific) - 2 new rears (still have labels on the tread), 2 used fronts (< 2,000 miles) with 5mm tread showing. Asking \$1,000 Contact deborahengelman@gmail.com

2005 Lotus Elise Parts 4 Yokohama tires (Lotus specific) - 2 new rears (still have labels on the tread), 2 used fronts (< 2,000 miles) with 5mm tread showing. Asking \$1000. Contact Otis Engelman at deborahengelman@gmail.com

Lotus Twin Cam Race Camshafts Delong L1 Intake and Exhaust camshafts \$ 400.00, will include packing and shipping within continental USA. They are in excellent condition. Please contact Gary David gdcomputer@aol.com

1974 Lotus Europa chassis and running gear with twin cam engine, 5-speed trans, 3 alloy wheels. Also have some bits and pieces, ss header, cracked dash with gauges and other small parts. CFMI. Richard 207-389-1008.

Lotus 7 Steering wheel Off one of the many Lotus 7 Series 2 cars I have had pass through my hands. \$1500. Located in Buffalo NY. Contact Tony on tvacc@lotusowners.com

PARTS FOR SALE

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: Hardtop for 2005 Elise Would prefer chrome orange but some other color would do. Top should include all fittings and panels. Contact Noel at nesmith50@gmail.com

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

Lotus Formula Ford Type 51 Looking to restore, rebuild and race. Preferably without a motor as I have several at present. Contact Bill at WLD3RD@gmail.com or 801-860-6975

Wanted: 2 Europa Twin-cam Alloy Wheels that are crack and curb rash free with no enlarged mounting holes. Do not mind if the wheels are somewhat oxidized/missing paint as I will strip and powdercoat them. Contact: Steve Cummins doleslotus@hotmail.com phone 540-290-5263

Wanted: 1970 Elan S4 windshield Please contact Gary David gdcomputer@aol.com

Wanted: Hardtop for Elan S3 Contact William on willtaylorphoto@aol.com

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