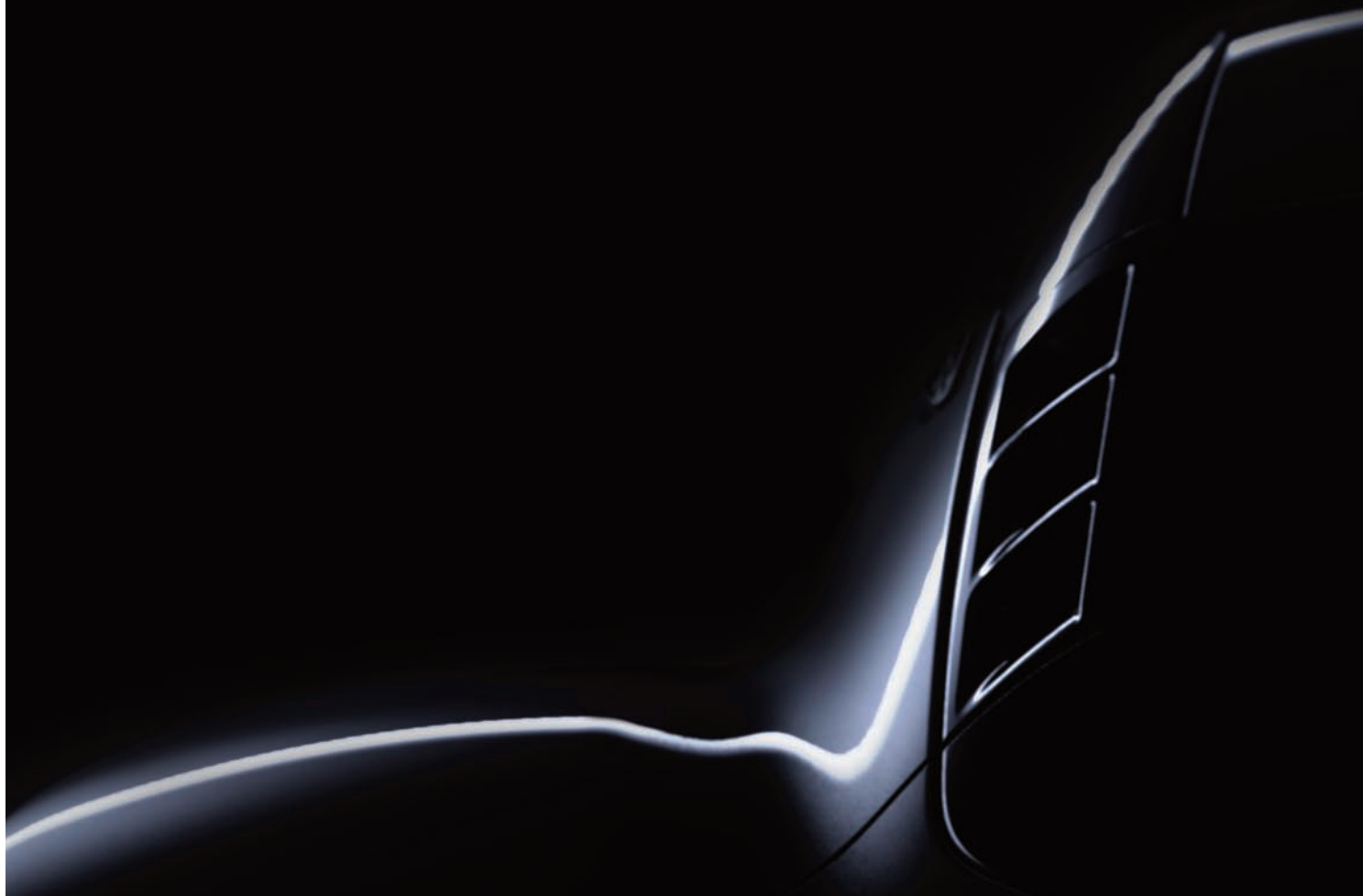


# LOTUS



49/2

## *re***MARQUE**



## **LOTUS LAUNCH** *Emira*

PRSR STD  
US POSTAGE  
PAID  
DENVER, CO  
PERMIT #353

LOTUS ReMARQUE,  
PO Box 15390,  
Bradenton,  
FL 34280, U.S.A.  
Address Services Requested



May-June 2021, Volume 49, No.2, \$7.50

The Official Publication of Lotus, Ltd.



LOTUS NORTH JERSEY



326 MORRIS AVENUE, SUMMIT, NJ 07901

908.468.2070

# LOTUS *re*MARQUE

Produced by: Coterie Press Ltd. 303 933 2526

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  
BRIAN VACCARO - presidents message  
FOSTER COOPERSTEIN - magazine watch  
TONY VACCARO - living the lotus life  
WILLIAM TAYLOR - book review

## LOTUS, LTD. BOARD OF DIRECTORS:

TONY VACCARO: president  
(716) 861-1472  
DOUG MILLER: vice-president  
(716) 472-1103  
MIKE PEARCE: treasurer  
(205) 612-8211  
CORA GREGORIE: corresponding secretary  
(941) 900-1481  
JIM ROBERTS: recording secretary  
(205) 322-0650  
ED REAGAN: director at-large  
(860) 0824-4824  
WES SPERA: director at-large  
(720) 343-0862  
ROSE PERRY: director at-large  
(978) 771-8588  
BOB METZ: director at-large  
(303) 369-6288  
DOMINICK MUNOFO: senior adviser  
(581) 486-7951  
DAVID NAGLER: insurance & track event instruction adviser  
(845) 469-6001

## FOR TECHNICAL ADVICE, CONTACT YOUR TECH REP:

DAN CURCIO - federal elise S2 - (262) 554-4921  
JIM SCHERER - europa S1 - (908) 479-6074  
BOB MURRAY - europa S2 - (804) 227-3363  
LLOYD CAYES - europa TC - (919) 556-7793  
MIKE OSTROV - elite (early) - (510) 232-7764  
ATWELL HAINES - esprit - (862) 812-4925  
GARY DAVID - cortina, scale models - (330) 467-1074  
MIKE PEITSCH - twin cam shim exchange - (920) 733-2118

To access the "Members Area" section of the Lotus, Ltd. website ([www.lotusltd.com](http://www.lotusltd.com)) please request a password reset from [info@lotusltd.com](mailto: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 Doug Miller at [info@lotusltd.com](mailto:info@lotusltd.com).

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

## LOTUS reMARQUE is published bi-monthly by Lotus, Ltd.

P.O. Box 15390, Bradenton, FL 34280, USA, an independent car club not affiliated with Group Lotus, Lotus Cars USA, Classic Team Lotus, or any of their subsidiaries or affiliates. Lotus, Ltd. annual membership dues, which include a subscription to LOTUS reMARQUE, are \$50 (new members) and \$45 (renewals) in the U.S., \$55 (new members) and \$50 (renewals) elsewhere. All dues are payable in U.S. dollars by domestic check or international money order. Your current membership expires on the last day of the month that appears above your name and address on the back cover of this issue. One separate renewal notice will be sent to you during your expiration month. Current members may renew using Paypal by logging in to the Members Area of the club's Web site. Lapsed members who wish to rejoin must send payment to P.O. Box 15390.

Lotus, Ltd. accepts no responsibility or liability for the validity of information and articles supplied by contributors, vendors, advertisers or advertising agencies. Opinions expressed in this publication are those of the individual writers and contributors, and do not necessarily represent the views of Lotus, Ltd., or its officers and directors. Use any technical advice at your own risk. Copyright © 2021 Lotus, Ltd. All rights reserved.

May-June 2021: Volume 49, No.2

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



# PRESIDENT'S MESSAGE

I'm sure you all will notice that I am back at the helm of Lotus, Ltd. after the all too soon departure of my son Brian Vaccaro from the position of President and from the Board of Directors of Lotus, Ltd. However, this is not bad news in any way whatsoever. Brian has taken a position with Lotus Cars as the Regional Director of Marketing for North America and has had to step away from his duties with the helm of the national club. I know all of us in Lotus, Ltd. wish Brian much success in his new job and I know we will all enjoy seeing him representing Lotus Cars at LOG 40 this September.

Doug Miller has been voted into the position of Vice President and we have welcomed Ed Reagan back as a Director at Large. The board would like to thank both Doug and Ed for assuming the responsibility of those positions.

Speaking of LOG 40, everyone should know that we are a "GO" for our Lotus Owners Gathering in Salt Lake City, September 10-12, 2021. Plans are in the final stages and the LOG 40 team is looking forward to hosting this year's LOG. Further information on LOG 40 can be found elsewhere in this issue of reMarque. We hope to see you all there!

We have cancelled our Performance Driver Education Day normally scheduled for the middle of June due to Covid concerns. It was really tough and go, but the inability to get instructors into the cars with students is what really made the difference and forced our hand. We thought it was best to cancel the date this year and hope to continue with our Performance Driver Education Day in 2022.

Lotus, Ltd. reMarque is your club magazine. If you would like to contribute to reMarque with a story of your latest Lotus trip, your latest group meeting or your Lotus restoration, please send us your contribution. If you or someone you know would like to advertise their business in reMarque our advertising rates are very reasonable for such a targeted market. For example, I just had a car shipped from Kansas City to Buffalo. After showing him an issue of Lotus, Ltd. reMarque, the broker that handled the booking of the transportation for me is interested in advertising with us. I approached him as I thought his business would be the perfect fit for our club members. Please think along those same thoughts. If you know of anyone that you think would benefit from advertising in reMarque, please let us know.

I would like to end this President's message as both your President and a father. To say I am proud of Brian would certainly be an understatement. I never thought that when he was 12 and started to join me on LOONY breakfasts and then joining me when he got his license on the drive to LOG 25 in St Louis that it would end up where it has. To paraphrase Forest Gump "We drove these Lotus Cars everywhere, but we never thought they would take him anywhere". The board and I would like to thank Brian for all of his work he was accomplished over the past seven years for Lotus, Ltd. The Lotus, Ltd. website, the members area with the ability to register online for our Lotus Owners Gatherings and the increase social media presence of Lotus, Ltd. are all accomplishments that can be attributed directly to Brian's involvement with Lotus, Ltd.

Tony Vaccaro  
President, Lotus, Ltd.

Cover Image: Lotus Cars Emira Teaser Image © Lotus Cars Plc

# 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) - MICK OPALAK,  
Atlanta, GA, (678) 361-3998, mickopalak@yahoo.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 [NELL] - 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

## NY/CT/MA

Litchfield Lotus Group (LLG) - WALTER IRVINE  
(860) 671-9973, wirvine129@yahoo.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



**PASSION** IT'S WHAT DRIVES US.

*Since 1990*

BRITISH AUTOMOBILES • PREMIUM RESTORATIONS 203 S. 4TH ST., PERKASIE, PA 18944 215.257.1202 • RAGTOPS.COM

PROVIDING SERVICE,  
TOURING PREPARATION &  
CONCOURS RESTORATION  
FOR ALL LOTUS MODELS.

JUST ASK OUR HAPPY  
CUSTOMERS!

- PERIODIC ATTENTION
- CARE & ADJUSTMENT
- FLAWLESS COACHWORK

**RAGTOPS &  
ROADSTERS**  
INCORPORATED

# Lotus club PIT STOPS

Letters, e-mails, news will be published at the editors discretion and may be edited. Please send any material (and pictures) to William Taylor at Coterie Press E-mail on [coterietld@aol.com](mailto:coterietld@aol.com)

## **Amalgamated Lotus Owners of Kansas City**

We meet every Saturday for breakfast with other like minded people. We usually start at 7:30 and go to about 9:30am. Contact the benevolent dictator of Amalgamated Lotus Owners Mark Bracewell on (816) 806-2920 for info on breakfast and other events.

## **North Texas Lotus Club (NTLC)**

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

## **Southern Nevada Lotus Car Club (SNLCC)**

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

## **Alabama Lotus Car Club (ALCC)**

Meeting locations change from month to month, so please contact John Higgins, Tel: (205) 936-9997. e-mail: [johndhiggins3@mindspring.com](mailto: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](mailto:jamesdeancollins@gmail.com). For details on other LOCO events go to their website at [www.lotuscolorado.com](http://www.lotuscolorado.com).

## **Lotus Limited Southeast (LLSE)**

For full details on meets, car shows, drives, or other events or just general conversation, please join us on our Facebook group at <https://www.facebook.com/groups/LotusLtdSE>

## **Lotus Car Club of the Carolinas (LC3)**

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

## **Lotus In Pittsburgh (LiP)**

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. [www.lotusinpittsburgh.webs.com](http://www.lotusinpittsburgh.webs.com). e-mail - [lotusinpittsburgh@comcast.net](mailto: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](mailto:faulbaumc@yahoo.com)

## **New England Members of Lotus Ltd. (NEMOLL)**

NEMOLL members can meet regularly at the Boston Cars & Coffee at the Larz Anderson Auto Museum as well as monthly local meets as they are scheduled. Everything is being kept current in the NEMOLL calendar: <https://sites.google.com/site/nemollcarclub/events>

## **Lotus Owners of New York (LOONY)**

LOONY pitstops/breakfasts have always been put on hiatus from the time the snow flies in the late Fall till the road salt is washed away in the Spring. We will have monthly breakfasts without our Lotus cars on a weather permitting basis. Please look at the LOONY website, [www.lotusowners.com](http://www.lotusowners.com) for updated information. You can also contact Tony Vaccaro at 716-861-1412 or email Tony at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com)

## **New England Lotus Club (NELLI)**

Join NELLI members and celebrate all things Lotus. NELLI members, guests, prospective members as well as all Lotus, Ltd. members and Lotus aficionados are welcome at all our events. Bring your Lotus and/or pictures to share. If you are interested in joining NELLI or keeping up with our activities, go to our website at [www.nelli.org](http://www.nelli.org) for more information and news of our events.

## **Philadelphia Area Lotus Society (PALS)**

PALS is dedicated to Lotus enthusiasts in the Eastern PA, New Jersey, New York City Metro, Delaware and NE Maryland geographic area. Contact Kyle for more info on any PALS events at [kylekaulback@msn.com](mailto:kylekaulback@msn.com). With COVID wreaking havoc on social events the Winter Stress Reliever was postponed and is now the Summer Stress Reliever! This will be held on August 14, 2021 from 11am to 4pm. The ability to open all of the windows and doors in the Lotus Barn and the increased likelihood of outdoor socializing somewhat mitigated the risk of COVID transmission. As of the time of posting this will be a mask and socially distanced event. If state guidelines change, so too will the event guidelines. I will ask that potential participants (regardless of state regulations) refrain from attending if they have COVID, have symptoms of COVID, or have had a known exposure to COVID. Food and Drink: Brats, Baked Beans, and Sauerkraut will be served. Attendees are welcome to bring picnic snack items and side dishes or desserts. There will be plenty of water, coffee, soda and beer and probably some wine since guests always bring us some and then it doesn't get consumed! Parking: Those who have been before know the routine, but for those who haven't...I generally reserve the circle for "Cars of Interest" so please park only that kind of vehicle in the circle. "Regular" cars can be parked in the grass on either side of the driveway. See more details and RSVP on LotusPALS.com

## **Utah Lotus Owners Coalition (ULOCO)**

We hold ULOCO meetings at 2233 South 300 East, Salt Lake City, UT 84115, and use it as a starting point for drives, BBQs and other events. For more details contact Rich Sheya at [rsheya@canyonheating.com](mailto:rsheya@canyonheating.com)

## **Northern Virginia Lotus Car Club (NOVA)**

NOVA is a casual gathering of Lotus owners and enthusiasts in the Northern Virginia area. For more info on events contact Mark Franke on [mfranke@cox.net](mailto:mfranke@cox.net)

## **Litchfield Lotus Group (LLG)**

Comprised of non-judgmental Lotus enthusiasts near the NY/CT/MA intersection, our mission statement is simple: Meet like-minded Lotus servants and exercise our cars. We generally meet at Lime Rock Park in CT and tour the quintessential back roads of Litchfield, Dutchess and Berkshire counties with points of interest stops and hospitality at the conclusion at one of our local Inns/Breweries. To join in the fun contact Walter Irvine at [wirvine129@yahoo.com](mailto:wirvine129@yahoo.com) or, 860-671-9973 and get on the LLG events mailing list.



# Register for LOG 40 at [www.lotusltd.com](http://www.lotusltd.com)

# LOG 40 update

Register for LOG 40 at [www.lotusltd.com](http://www.lotusltd.com)



Would you like to exit your front door, hop in your Lotus, drive one mile to enjoy a winding mountain road, and then review your drive with an English Lotus engineer or mechanic? Come to LOG 40 in Salt Lake City! The host hotel literally sits at the foot of the Wasatch Mountains. Access to three exhilarating mountain canyon roads lie within 10 miles of the host hotel. Drive one canyon early and have breakfast at a ski resort in the mountains, or enjoy panoramic views at 7000 feet and take some great photos of your car with Utah's spectacular mountains in the background.

LOG 40 is being hosted September 10-13, 2021 for the first time in Utah. The Wasatch Mountains are known to winter enthusiasts for the "Greatest Snow on Earth". But the roads that lead to that snow may have been designed with a Lotus in mind. Driving opportunities abound on canyon roads, to Park City ski mountains, and to southern Utah ghost towns. In a few short days, you will become a Utah enthusiast.

#### MATT WINDLE, LOTUS CARS, and EVIJA

LOG 40 is privileged to welcome Matt Windle, Managing Director of Lotus Cars in Hethel, England to Utah and the United States. He will be accompanied by English compatriots Richard Parramint and David "Beaky" Sims. A large contingent of Lotus USA personnel will bring the Evija to Salt Lake City.

Matt Windle will be the featured speaker at the Saturday banquet. Windle started his career with Lotus in 1998 as a CAD designer. He took time away from Lotus to work at Caterham, Tesla and Volvo before returning in 2017 as the head of the Engineering division and the Lotus Engineering consultancy. Earlier this year, Mr. Windle assumed the role of Managing Director and will lead Lotus in the next chapter of its 73 year history of innovation. LOG 40 will give you the opportunity to hear from Windle at the banquet and perhaps to share a cup of tea at the hotel.

Lotus regulars Richard Parramint and Beaky Sims will travel from England and provide thoughtful entertainment, perspective, and information during LOG. Parramint worked at Lotus "in the early days" with Colin Chapman and remains a Lotus tour entrepreneur and very engaging speaker. Sims was "A Legend in the Pitlane". He started at Team Lotus in 1965, progressed to work with Jim Clark, and become a Formula 1 chief mechanic. He worked alongside Colin Chapman and Bob Dance on the turbine engine Lotus 56, four wheel drive Lotus 63 and built the first Lotus 72 chassis R1.

A knowledgeable group of Lotus USA emissaries will bring the Evija to Salt Lake City. The group will include Dave Simkin who heads up tech support and training in the USA. Learn the intricacies of an electric hypercar or ask a question about your own Lotus. Lotus parts sponsors from around the country will also be available to provide information. Lotus reMarque editor-in-chief William Taylor knows all things Lotus. He will present a running slide show and will display a wide array of Lotus memorabilia and have the 'Lotus Shop' open most of the weekend.



#### HOTEL

The University Park Marriott hotel has a very nice bar in which to relax with other Lotus lovers and has views of the mountains and, if you're lucky, a glimpse of the resident mule deer herd. Their 'Thistle & Thyme' restaurant is next to the bar and there's a convenience store and Starbucks Coffee on site. Here's a link to the hotel website: [www.marriott.com/hotels/travel/slcup-salt-lake-city-marriott-university-park](http://www.marriott.com/hotels/travel/slcup-salt-lake-city-marriott-university-park) Be sure to ask for the special LOG 40 or Lotus discount.

#### SCHEDULE

Friday is arrival day, settle into the hotel, take a short drive up Emigration Canyon, meet other Lotus enthusiasts. Take advantage of the free car wash Saturday morning before the Casual Concours and panoramic photo. Box lunches will be prepared by a local culinary institute. Take in more sights around Salt Lake City before the Main Banquet featuring Matt Windle. Sunday is a chance to take on some of the 'drives' we have planned. Sunday evening is the farewell buffet with interesting presenters and a time to talk with your new Lotus friends.

#### JOIN US AT LOG 40

Lotus is the sports car focused on performance, innovation, and ultimate driving thrills. Remember the Lotus tag line "For the Drivers". You have the performance and innovation in your hands and under your seat. LOG 40 will provide the ultimate driving thrills to get your adrenaline pumping. Be sure to join us in Salt Lake City September 10-12.

#### UTAH LOTUS OWNERS COALITION (ULOCO) TRACK EVENT, Monday, September 13

The Utah Lotus Owners Coalition (ULOCO) will host an autocross and track day at the internationally recognized Utah Motorsports Campus. The 4.5-mile, 23 turn outer track has been recognized by Racing Circuits as "one of the USA's largest and most advanced motor racing circuits." The track is 35 highway miles from the host hotel and is owned by Geely, the parent company of Lotus. In the near future, the track will become a Lotus instructional driving facility. The track event this year is not being organized by Lotus, Ltd., and is not part of the main LOG weekend, nor does Lotus Ltd have any organizational or financial participation in the event. For more information and to register for this event please go to [www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388](http://www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388)

# LOG 40 and Covid-19



Register for LOG 40 at [www.lotusltd.com](http://www.lotusltd.com)

Lotus, Ltd. is an independent car club not affiliated with Group Lotus or Team Lotus, and Lotus, Ltd.'s 40th Annual Lotus Owners Gathering (LOG 40) is a private event staged for the benefit of its members and guests. Accordingly, Lotus, Ltd. has both the right and the firm intention to establish, publish and enforce such safety rules as it deems necessary to ensure the safety of all LOG staff and participants during the covid-19 pandemic.

In addition to the meet's usual disclaimers and waivers of liability, all LOG attendees will be required at this year's onsite registration to sign an agreement to strictly observe the club's covid-19 safety rules at all times during the course of the event. Any LOGer who refuses to follow the rules, or who otherwise endangers the health and safety of others at any time, will be barred from further participation in the event.

The LOG's covid-19 safety rules will be published on Lotus, Ltd.'s website in advance of the event. They will fully comply with the health and safety guidelines of both the U.S. Centers for Disease Control and the State of Utah that are in effect at the time.

Depending upon covid-19 conditions leading up to the event, Lotus Ltd. may, at its sole discretion require that all participants be required to wear face masks during some indoor activities, particularly in large group gathering situations. Masks will be available at the entrance to the event. It is also the Lotus, Ltd. Board's strong recommendation that all participants of LOG 40 are fully vaccinated 2-weeks prior to the start of LOG 40.

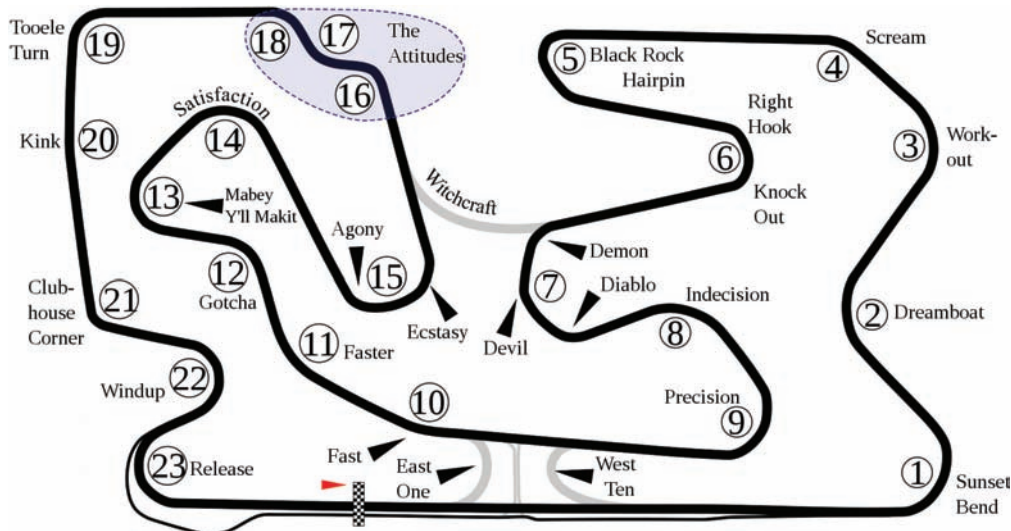
Lotus, Ltd. takes its responsibility for the health and safety of all LOG attendees very seriously. In this regard, to the extent necessary, the club intends to err on the side of caution. With everyone's cooperation, we can look forward to a LOG that is a fun and safe experience for all!

The Lotus, Ltd. Board of Directors

## Utah Motorsports Park

Around 32-miles from downtown Salt Lake City is Utah Motorsports Park. The 4.5-mile, 23 turn facility is owned by Geely, the parent company of Lotus. While you are in the Salt Lake City area, you may want to stop out and see this wonderful facility which will play a significant future of Lotus Cars. Simply scroll to the end of the LOG video to see a video of the track - <https://youtu.be/V8S07QeRyYc>

UMC will be the site of many future Lotus events as it is the Lotus home track in the USA. On Monday September 13, the Utah Lotus Owners Coalition will be hosting a track event. Although this track and autocross event is not a part of the main Lotus, Ltd. LOG 40 weekend, this ULOCO Monday event will give our attendees an appreciation of the only track in the USA owned by Lotus. All LOG 40 attendees are invited to register and drive or to spectate. Come enjoy the Lotus cars participating in the day.



# LOG 40

news

Register for LOG 40 at [www.lotusltd.com](http://www.lotusltd.com)



## LOG 40 Preliminary Schedule of Events *(subject to change)*

**Thursday**      **All day**      **Set up hotel, welcome early arrivals, Self-guided drives**

**Friday**      **9:00am-6:00pm**      **Car Wash in lower parking lot**

**Parking space assignments**

**Self-guided drives**

**12:00-5:00pm**

**Registration, main level bar**

**Vendor Sales, main level**

**Contest Voting**

**Tech Sessions**

**Silent Auction**

**6:00pm-9:00pm**

**Reception and Buffet, main ballroom**

**9:15pm-11:00pm**

**Registration, main level bar**



**Saturday**      **7:00am-9:00am**      **Car Wash, Contest Voting & Silent Auction**

**7:00am-9:00am**

**Drive to [Murray Park] for Concours & Panoramic photo**

**9:00am-1:00pm**

**Concours, [Murray Park]**

**1:00pm-**

**Self-Guided drives**

**2:00pm-5:00pm**

**Tech Sessions, breakout rooms**

**5:00pm-6:00pm**

**Lotus Ltd Board Meeting**

**5:00pm-7:00pm**

**Cocktail hour & BS sessions**

**3:00pm-7:00pm**

**Vendor Sales, Silent Auction**

**7:00pm-10:00pm**

**Banquet, speakers and awards, main ballroom**



**Sunday**

**8:00am-5:00pm**

**Self-Guided tours.**

**Noon-4:00pm**

**Tech Sessions, breakout rooms**

**5:00pm-7:00pm**

**Cocktail hour & BS sessions**

**7:00pm-9:00pm**

**Buffet Dinner & speakers, main ballroom**

**9:30pm-10:00pm**

**Driver's meeting, Courtyard**

**Monday**      **8:00am**      **Registration, & classroom sessions, Utah Motorsports Campus**

**9:00am-4:00pm**

**Autocross, Utah Motorsports Campus**

**9:30am**

**First run group on track**

**Noon**

**Lunch**

**1:00pm**

**First run group on track**

**4:00pm**

**Last run group ends**

**4:00pm-5:00pm**

**Chill time. Showers at track**

**5:00pm-6:00pm**

**Exhibition laps & photo ops**

**6:00pm-9:00pm**

**Dinner & speakers**



# LOTUS, LTD.'s 40<sup>th</sup> ANNUAL LOTUS OWNERS GATHERING

Salt Lake City, Utah September 10th – 12th, 2021

## LOG 40 REGISTRATION FORM

**This Registration Form does NOT include Hotel Registration.** Book your room directly with Salt Lake City Marriott University Park 801-581-1000. Mention Lotus, Ltd. room block in September for Club rate.

**Note:** When completing this form, please neatly **print full name(s)** to be used on individual name badges(s) and also clearly indicate which items selected apply to whom.

Your Name: \_\_\_\_\_ Spouse/Partner: \_\_\_\_\_  
Other family in party: \_\_\_\_\_ Total Number in Party: \_\_\_\_\_  
E-mail: \_\_\_\_\_ Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_ Work Phone: \_\_\_\_\_  
City/State/Zip: \_\_\_\_\_ Country: \_\_\_\_\_

Is This Your First LOG? Yes \_\_\_\_\_ If "No", Previous Number of LOGs Attended: \_\_\_\_\_

What type Lotus you plan to bring to LOG (**Year/Model/Series/Color**)? If more than one, please note additional information: \_\_\_\_\_

Are you bringing a trailer, length? \_\_\_\_\_ Are you bringing your trailer to the concours? \_\_\_\_\_

### Lotus Limited Membership required to attend LOG events.

Not a **current** Lotus, Ltd. Member? Additional fee for one-year membership is required. \$ \_\_\_\_\_

U.S. Dues: \$50 new/or rejoin, \$45 renewal; **non-U.S.:** \$55 new/rejoin, \$50 renewal

### REGISTRATION FEES (Per Person):

Current Lotus, Ltd. Member **\$125 Early Web** Pre-registration deadline **July 24, 2021** \$ \_\_\_\_\_

Each Immediate Family Member 10 years and older **\$100** each – Kids under 10 are free! \$ \_\_\_\_\_

Current Lotus, Ltd. Member **\$175 Mail in** registration postmarked deadline by **Aug 14, 2021** \$ \_\_\_\_\_

Each Immediate Family Member 10 years and older **\$100** each – Kids under 10 are free! \$ \_\_\_\_\_

Current Lotus, Ltd. Member **\$175 Web** Registration deadline **Aug 25, 2021** \$ \_\_\_\_\_

Each Immediate Family Member 10 years and older **\$100** each – Kids under 10 are free! \$ \_\_\_\_\_

Current Lotus, Ltd. Member **\$225 Late** Registration at **hotel Sep 10, 2021** \$ \_\_\_\_\_

Each Immediate Family Member 10 years and older **\$100** each – Kids under 10 are free! \$ \_\_\_\_\_

**Friday Evening Reception (Cash Bar)** Appetizer Buffet

Number Attending: \_\_\_\_\_

**FREE**

### Saturday Concours Lunch Selections

Mediterranean (\$20/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

Greek (\$20/ea) **Regular**

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

Greek (\$20/ea) **Vegetarian**

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

American (\$20/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

Italian (\$20/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

### Saturday Evening Banquet Selections

Beef Meal (\$49/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

Chicken Meal (\$49/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

Vegetarian Meal (\$49/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

### Sunday Evening Buffet

Buffet (\$39/ea)

NUMBER \_\_\_\_\_

Name(s) \_\_\_\_\_

\$ \_\_\_\_\_

### Saturday Scenic Tours

NUMBER of Cars Participating \_\_\_\_\_

**FREE**

### Sunday Scenic Tours

NUMBER of Cars Participating \_\_\_\_\_

**FREE**

### Official LOG 40 Apparel (Indicate Number of Each Size)

Men's T-Shirt (\$20/ea)

S \_\_\_\_\_

M \_\_\_\_\_

L \_\_\_\_\_

XL \_\_\_\_\_

XXL \_\_\_\_\_ (\$25/ea)

\$ \_\_\_\_\_

Ladies T-Shirt (\$20/ea)

S \_\_\_\_\_

M \_\_\_\_\_

L \_\_\_\_\_

XL \_\_\_\_\_

XXL \_\_\_\_\_ (\$25/ea)

\$ \_\_\_\_\_

Men's Polo (\$45/ea)

S \_\_\_\_\_

M \_\_\_\_\_

L \_\_\_\_\_

XL \_\_\_\_\_

XXL \_\_\_\_\_ (\$48/ea)

\$ \_\_\_\_\_

Ladies Polo (\$45/ea)

S \_\_\_\_\_

M \_\_\_\_\_

L \_\_\_\_\_

XL \_\_\_\_\_

XXL \_\_\_\_\_ (\$48/ea)

\$ \_\_\_\_\_

Khaki Ball Cap (\$25/ea) **One size** \_\_\_\_\_

\$ \_\_\_\_\_

**[NOTE: Orders received after August 1 or by non-attendees will be mailed after LOG and are subject to shipping and handling fees of \$16 for the first item and \$5 for each additional item.]**

\$ \_\_\_\_\_

### TOTAL REGISTRATION FEE

\$ \_\_\_\_\_

**If you cannot use the online web registration form, mail this completed form with payment (US Funds Only) to: Lotus, Ltd; PO Box 15390, Bradenton, FL 34280 USA. Note mail-in deadline is postmark August 14, 2021.**

Please visit the Lotus, Ltd. web site [www.LotusCarClub.org](http://www.LotusCarClub.org) for more detailed information. Membership dues are non-refundable!

**To register for the ULOCO track day, simply visit:**

[www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388](http://www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388)



**Lotus club**  
**NEWS**

# *LOONY Lotus Rendezvous at Watkins Glen*

The Lotus Owners of NY and Lotus Ltd. would like to invite all Lotus Owners to join them at the LOONY Lotus Rendezvous at Watkins Glen on September 10, 2021.

To register visit  
[grandprixfestival.com/LOONY.html](http://grandprixfestival.com/LOONY.html)

Any questions, please email  
[tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) or 716-861-1412

Sponsored by Lotus of Western New York,  
([lotuswny.com](http://lotuswny.com)) the LOONY Lotus  
Rendezvous is always a great Lotus day!

WATKINS GLEN  
**GRAND-PRIX**  
FESTIVAL  
2021  
**LOONY**  
LOTUS OWNERS OF NEW YORK  
[lotusowners.com](http://lotusowners.com)  
Sponsored by:  
 **LOTUS**  
Western New York  
[lotuswny.com](http://lotuswny.com)  
3696 Sheridan Drive Amherst, New York 14226 phone: 716-833-9888 mobile: 716-863-2537

**LOTUS SUPPLIES LTD**  
(BANKS EUROPA)

**EUROPA**  
**Engineering**

We supply everything needed for maintenance, repair or restoration of your classic Lotus Europa: ■ Chassis, radius arms, suspension ■ Brakes, brake kits, brake conversion kits, calipers ■ Interiors, new seats, door panels, recovering ■ Bodywork – new panels, shells

Call Dave or Nick for parts enquiries or visit our new website



[www.lotus-supplies.com](http://www.lotus-supplies.com) [sales@lotus-supplies.com](mailto:sales@lotus-supplies.com) 01926 835 296

*Automodello*  
DREAMS ENGAGED™

1972-1975  
LOTUS EUROPA SPECIAL



LOTUS  
70  
1948 - 2018

AUTOMODELLO™ 1:8  
TYPE 74



- PreOrder
- Certificates hand-signed by Mike Kimberley
- Display Cover and worldwide shipping included
- Group Lotus PLC Officially Recognized Partner

**ONE8™ LAUNCH EDITION.....\$2,495<sup>95</sup>**

Limited to 74 pieces with special hand-numbered serialized plaque. Launch Edition is Black with Gold Striping and oatmeal interior.

**ONE8™ ENTHUSIASTS EDITION.....\$3,995<sup>95</sup>**

Enthusiasts Edition enables the first buyer to choose their "original factory" body color, with or without striping, and oatmeal or black interior. Red, White and Yellow are already selected. Automodello will limit the number of Enthusiasts Edition so no body color is duplicated.

### 1967 GURNEY EAGLE WESLAKE V-12

Automodello™ 1:12 Scale • 3 Editions • Signature Edition Certificate hand-signed by Dan Gurney



ONE12™ Starting at.....\$1399<sup>95</sup>

### 1950'S FORD F-600 AND ART CASTOR'S RIG

Automodello™ 1:43 Scale • 2 Editions



ONE43™ Starting at.....\$129<sup>95</sup>

*Automodello*

877.343.2276 • AUTOMODELLO.COM

AAR, Ford and Group Lotus PLC trade dress used with permission to Diecastm, LLC d/b/a Automodello™

Free Worldwide Shipping on Orders over \$149

Free Automodello™ Catalogue

We Buy 1:24 Collections



*Lotus Cars*  
**NEWS**

Text & Images © Lotus Cars Plc.

# ***DRIVING TOMORROW:*** **The Lotus Type 131**



06 · 07 · 21



## MEDIA INFORMATION

**Embargo: 12:30 BST, 27 April 2021**

### ***DRIVING TOMORROW:***

## **Lotus Type 131 – the all-new sports car is named EMIRA**

- **Emira means ‘commander’ or ‘leader’ – highly appropriate for this new Lotus sports car**
- **Name had been ‘hidden in plain sight’ in social media teaser film in recent days**
- **All-new Lotus design language inspired by the Evija all-electric hypercar**
- **World debut of Lotus Emira on Tuesday 6 July**

**(Hethel, UK – 27 April 2021)** – Lotus has today confirmed the name of its eagerly anticipated all-new sports car will be EMIRA.

The news was confirmed during the *Driving Tomorrow* global digital conference broadcast. To date it has been known only by its codename, the Lotus Type 131.

The name had been teased by Lotus in a film on social media in recent days. It was ‘hidden in plain sight’ as part of a pattern of dots and dashes designed into the central line on a road. Those with knowledge of Morse Code could have spotted that it spelled Emira. Today, 27 April, is the anniversary of the birthday of Samuel Morse, inventor of Morse Code.

Pronounced ‘E-meer-a’, the word features in numerous ancient languages and often translates as ‘commander’ or ‘leader’. It’s highly appropriate as this is the exciting new sports car leading Lotus on a journey to a thrilling new future.

The Emira will be unveiled on Tuesday 6 July at Hethel, Norfolk – where the Emira will be built – and will make its public dynamic debut at the Goodwood Festival of Speed on 8-11 July.

Lotus has also confirmed that, contrary to media speculation, the car will not be a hybrid. The Emira will be powered by a choice of internal combustion engines – the last time Lotus will launch an ICE car – with an exciting new powertrain partnership. The additional powertrain option will be new to Lotus, highly efficient, use cutting edge technology and be tuned to help deliver that distinctive Lotus experience.

With a distinctive new sports car design influenced by the Lotus Evija hypercar, Emira marks the acceleration of the brand’s product-led offensive into a new era of contemporary design, highly efficient powertrains, and everyday usability coupled with explosive performance.

Speaking about the Emira, Matt Windle said: “It’s the most accomplished Lotus for generations – the perfectly packaged, powered and formed sports car. Beautifully proportioned, shrink-wrapped, but with comfort, technology and ergonomics built in. With a design inspired by the Evija all-electric hypercar, it’s a game-changing Lotus sports car.”

More details on the Lotus Emira will follow in July when the car is revealed.

Ends



# Lotus Cars NEWS

Text & Images © Lotus Cars Plc.

**LOTUS**  
CERTIFICATE OF VEHICLE PROVENANCE

Vehicle Identification Number: SCC082910BHD10970  
Engine Number: CD910 8012 18984  
Date Signed From Production: 2<sup>nd</sup> February 1981  
Model: Esprit  
Variant: Turbo (1981 Model Year)  
Body Colour(s): Silver Diamond metallic (A03)  
Trim Colour(s) / Material: Red / Leather  
Options: Metallic paint, Roof-mounted radio, Full leather, Air conditioning  
Selling Dealer / Country: Lotus Cars Ltd. / UK  
Special Mention\*: 1<sup>st</sup> of 9 1981 Turbo Esprit for the UK in Silver Diamond  
Allocated to Lotus founder Colin Chapman to unique specification  
Issued To: Lotus Cars  
Date: 10<sup>th</sup> August 2020  
Andy Graham: Company Archivist



APPROVED

INSPECTED  
EVERYTHING CHECKED  
TO LOTUS STANDARDS

WARRANTIED  
SO YOU DON'T  
HAVE TO WORRY

AUTHENTICATED  
WITH A LOTUS CERTIFICATE  
OF PROVENANCE



FOR MORE INFORMATION  
ABOUT OUR APPROVED PROGRAMME  
PLEASE VISIT  
[LOTUSCARS.COM/  
APPROVED-USED-INFORMATION/](https://lotuscars.com/approved-used-information/)

## DRIVING TOMORROW: Enhanced Lotus Approved



## MEDIA INFORMATION

**Embargo: 1000 BST, 8 April 2021**

### Enhanced Lotus Approved programme launches on 12 April 2021

- **'Lotus Approved' status available on cars up to 20 years old**
- **Flexible finance packages create affordable route into Lotus ownership**
- **Programme includes comprehensive inspection and 10-mile road test by Lotus factory-trained technician**
- **Complementary Certificate of Provenance gift box included with every Lotus Approved car**

**(Hethel, UK – 8 April 2021)** – Lotus retailers in the UK are scheduled to fully reopen on 12 April 2021 and will do so with a significantly enhanced Lotus Approved programme.

'Lotus Approved' status can now be applied to any Lotus car up to 20 years of age provided it meets a strict set of criteria. These include comprehensive technical checks coupled with outstanding vehicle preparation, delivering a high-quality and consistent standard of pre-owned car throughout the Lotus network.

Attractive flexible finance will be available on all vehicles, and for many customers Lotus Approved will provide the most affordable entry point into Lotus ownership.

Geoff Dowding, Executive Director, Sales and Aftersales, Lotus, said: "The relaunch of the Lotus Approved programme is another significant milestone in the transformation of our business. This is a win-win scenario for everyone; for customers new to the Lotus brand it delivers added value and peace of mind, and for our retailers it's an opportunity to expand their customer base."

Key features and benefits of the enhanced Lotus Approved programme are:

- Minimum 12-month warranty
- Full service history + HPI / Experian vehicle history check
- Vehicle Identity Check with Mileage Verification
- Multi-point vehicle inspection by a Lotus factory-trained technician
- 10-mile road test by a Lotus factory-trained technician
- Appropriate service and MoT if due within three months
- MoT Test Cover policy
- Full vehicle valet
- 12-month breakdown cover

In addition, every Lotus Approved car comes with a complementary Certificate of Provenance. This provides detailed vehicle information documents plus a selection of Lotus collectables, including an engraved aluminium plaque, a leather Lotus keyring, a presentation tin of four badges and a Lotus ink pen, presented in bespoke Lotus-branded gift box.

The Lotus Approved programme is being relaunched in the UK first and will expand into Europe and other international markets later this year.

Ends

# ***DRIVING TOMORROW:***

## **Lotus embraces omni-channel retail strategy**

### **Ongoing transformation of Lotus to include new approach to retailing cars**

Lotus will in the future embrace a 360-degree omni-channel approach as part of its new retail strategy, incorporating the whole spectrum of customer interactions, from the traditional and physical to the modern and digital.

The most obvious example of this is the launch of a stunning new Lotus retail identity programme, now being rolled out in showrooms across the world. The first location to feature this exciting new Lotus look and feel is complete and open for business in Manama, the capital city of Bahrain, in the Middle East.

Uniquely Lotus and defiantly disruptive, the new retail identity draws directly on the brand's design and engineering prowess to create a bold and original new showroom environment that's sculptural and artistic in its execution.


Geoff Dowding, Executive Director, Sales and Aftersales, Lotus, said: "Launching an all-new visual identity for our retail partners is another hugely exciting step in our transformation of the Lotus brand. The inherent flexibility of what we have created will be perfect for all environments, whether they're solus or multi-franchise, urban or out-of-town, high street or shopping mall, single or multi-storey, pop-up, seasonal or permanent."

Trevor Weller, Director, Retail Development, Lotus, added: "The retail concept has been designed to adapt to the different markets that Lotus sells in, to reflect the cultural nuances and the different consumer behaviours. We are also working towards a digital store, which we are looking to pilot during the course of next year."

Geoff Dowding added: "We have some stunning new products coming and this will bring a host of customers to the Lotus brand for the first time. The enhancements we're making to our retail environment will give all our customers the best possible experience. We know that we have to do business with customers in a different way and we will over time implement a more direct transactional model."




**Lotus Parts Specialist**



**The Source For Parts To Repair Or Restore Elan, Elan Plus 2, Europa, Or Lotus Cortina**

Body & Interior Parts • Suspension & Running Gear  
Engine • Gearbox • Brakes • Electrical

**r.d. enterprises, ltd.**



Large Inventory • Over 40 Years Experience

**RDent.com • 215.538.9323**  
**Quakertown, PA 18951**

Advertise with

**reMARQUE**



Do you know or have a business that would benefit in advertising in Lotus ReMarque? Contact Jo Taylor, Advertising Sales on 303.933.2526 for details

**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](http://www.lotus-library.com)

**JAE**

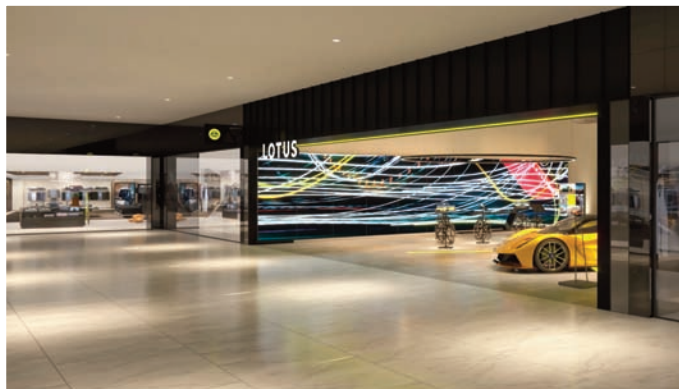


ESPRIT  
ELISE  
EUROPA  
ELAN  
V8  
elite  
édlat  
Cortina

Motorsport - Past & Present

*The premiere Lotus parts distributor across the ages*

JAE 375 Pine Avenue #26, Goleta, Ca USA 93117  
Phone: 805 967-5767 Fax: 805 967-6183  
Web: [www.jaeparts.com](http://www.jaeparts.com) E-Mail: [joe@JAEParts.com](mailto:joe@JAEParts.com)  
[jay@JAEParts.com](mailto:jay@JAEParts.com)





## ***DRIVING TOMORROW:*** **Lotus embraces omni-channel retail strategy**



## *JBXE Racing and Lotus Engineering join forces in Extreme E Technical Partnership*

In March, JBXE Racing announced Lotus Engineering as the latest addition to its family of partners. The engineering consultancy, part of Group Lotus, joined JBXE as Technical Partner, supporting Jenson Button's Extreme E team in this radical new electric off-roading series.



Highly respected for its dedication to cutting-edge technologies and motor racing pedigree, Lotus Engineering is internationally recognised for driving innovation in the automotive industry and beyond. JBXE Racing looks forward to working together with Lotus Engineering to promote electrification and highlight the importance of sustainable solutions to help protect and preserve the planet.

JBXE Racing team founder and 2009 FIA Formula 1 Drivers' World Champion, Jenson Button, and multiple Scandinavian Touring Car race-winner, Mikaela Åhlin-Kottulinsky, are preparing to compete in the opening race of the 2021 Extreme E Championship – the Desert X Prix takes place from 03 - 04 April in AlUla, Saudi Arabia.

Jenson Button said: "Lotus is a great British brand that is inextricably linked to motorsport, so we are delighted to welcome Lotus Engineering to JBXE. Extreme E is a unique and exciting formula, full of 'world firsts' and challenges, and to announce that a brand such as Lotus Engineering is coming on this journey with us is a proud moment for myself and the team. We are very excited about our



*JBXE Racing*



**LOTUS ENGINEERING**  
Driving innovation



new technical partnership and can't wait to show what we can do in the first race this weekend."

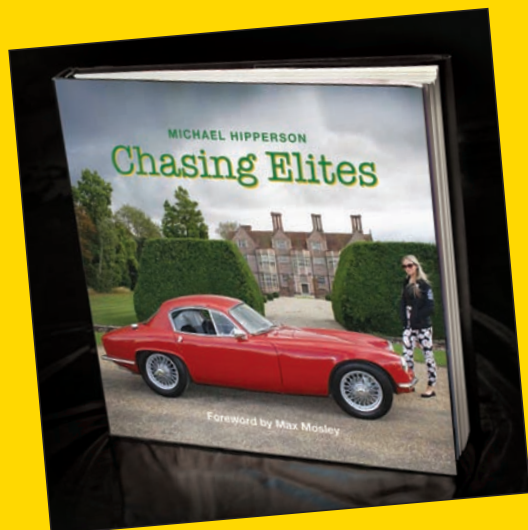
Matt Windle, Managing Director, Lotus Cars, commented: "We are on the cusp of an exciting new era of electrified motorsport, and we're delighted to support the JBXE team as Technical Partner. The complex technicalities of EV racing present a fascinating challenge, and using our learnings from more than a decade of electrifying sports cars – most recently with the Lotus Evija hypercar – we can bring valuable knowledge to the team."

He added: "As the consultancy arm of our business, Lotus Engineering is growing from strength to strength with multiple major projects underway and a new home at the Lotus Advanced Technical Centre

in Warwickshire. Supporting the JBXE team is another valuable demonstration of Lotus Engineering's wide portfolio of interests – in this case, electrified motorsport. We look forward to sharing the journey together and experiencing the next phase of electric racing with an equally admirable sustainability agenda."

Alejandro Agag, Founder and CEO of Extreme E said: "It's fantastic that Lotus Engineering is entering Extreme E alongside Jenson Button's JBXE team. The long-term success of our series relies on bringing in top automotive manufacturers to utilise our extreme racing platform as a testbed for accelerating electric mobility innovation for the wider industry. Lotus Engineering brings a wealth of experience in electrification and will no doubt prove a huge asset to the JBXE team. Welcome to the Extreme E family Lotus!"

# BOOK REVIEW



Author: Michael Hipperson  
ISBN: 978-0-9575016-4-5  
Publisher: iStudio21 Publishing  
Territory: UK  
Size: 8.25in x 8.25in  
Pages: 180  
Illustrations: 186 color  
Format: Softcover  
Price: £10.00

Available from:

[www.letthemstare.co.uk/product/chasing-elites/](http://www.letthemstare.co.uk/product/chasing-elites/)

## Chasing Elites

by Michael Hipperson



### Foreword

Michael and I first met at an RAC dinner where I was to be interviewed by Maurice Hamilton. He produced a recent auction catalogue which included a Lotus Elite. A brief account of its provenance explained that it was purchased new in 1961 by "a Mr Mosley of Manchester". Michael wondered if that could be me? I realised immediately that it was the car that I had bought new back then from Rodney Bloo, a Lotus dealer and well-known Formula Junior racer. The car was way beyond what I could afford and to save money, I had come in kit form with a chunky MG gearbox. To assemble it, I had a bit of help from Rodney Bloo's racing mechanic before driving it down to London with its characteristic shaggy smell. That car was part of my and my wife Jean's life for the next three years. We went all over the continent in it including our first visit to Formula One outside the UK.

But when I decided I wanted to race myself and was finally able to earn the necessary money, the Elite had to go. That was sad but I needed a car that could tow a trailer for my Mallock V8. At that RAC dinner, I was fascinated to learn the car still existed. A short time later with Michael's help and thanks to his extraordinary integrity, I managed to acquire it. There was a suspicion that had the auction house realised that there was perhaps a little more to the car's history than set out in the catalogue, it might have affected the price. But I regained ownership before that was known. The next stage was to put it back to its original colour and re-register it with its original number. Given the chassis number, DVLA immediately allowed us to have its original 1964 ND registration.

(Left: Tony Horton and the author)

When a car has occupied an important part of one's life but then disappears, it's truly nostalgic to get it back. Much of the interior is still as we left it all those years ago. It took me back to when we tried to sleep in it because we couldn't afford a hotel before the non-championship race at Retts on 1 July, 1962. We also visited the French Grand Prix at Reims a week later. There, I was astonished to witness an accident at the end of the race when a wall of grandstands blocked the entrance to the pits refusing to allow John Surtees to enter in his crippled car. This caused Trevor Taylor to crash into Maurice Trintignant who was trying to avoid Surtees. Many years later we inserted a clause in all FOCA contracts saying no police or soldiers were to be deployed as marshals.

Although the Elite is now back in the family, I cannot persuade Jean to get in it and come for a ride, at least not yet. She finds it hard to believe we travelled extensively in such a small car. Of course we were a bit younger in the early 1960s.

Michael's book is a really interesting account of the Lotus Elite and his interaction with this extraordinary marque. I have always thought the Elite perhaps the most beautiful car ever produced, even more than the original E type which was a contemporary and, for me, a close second. And it's good to know that there's quite a large group of enthusiasts who own and preserve these wonderful cars. Michael's book will be a great addition to the literature. It is as interesting as it is entertaining.

Max Mosley  
London, July 2020

Michael Hipperson, a UK Lotus Elite Type 14 owner and the son of a former Elite owner saw Max Mosley (a former president of the Fédération Internationale de l'Automobile (FIA)) at a Royal Automobile Club dinner in 2015.

Hipperson had with him a recent auction catalog that included an Elite that was listed as originally owned by a Mr. Mosley and asked Max if he was this Mr. Mosley. Indeed he was. Mosely purchased the car in 1961 and, after driving it all over Europe to go to races, sold it in 1964. Mosley asked Hipperson to see if he could arrange for Max buy the car. After some detective work and secrecy, Hipperson was able to acquire Max's old Elite for him.

The book starts by setting the stage, discussing the 'swinging sixties' then segues into the development and launch of the Elite. Some of the folks mentioned participated in LOG 14. There's a chapter about the Bristol bodied Elites. Then comes Hipperson's first Elite sighting and his father's Elite purchase. Next is his meeting with Mosley and their plan to purchase the car. The next chapter is about the car's 1997 restoration by Club Elite president John Mead which is followed by the 're-restoration' of the car back to its original tartan red color.

Much of the rest of the book covers various events the car attended since being returned to Mosely, such as the Lotus Elite 60th anniversary event and the Lotus 70th event at Hethel where Lotus CEO Mr. Feng sat in the car. Further chapters discuss some of the additional work done to the car as well as eight special racing Elites. This 108-page book makes no pretense of being a history of the Elite or providing technical insights. Rather it is an overview of this particular car but more specifically, the story of an owner re-acquiring his old car. It is an easy read with lots of interesting photos, most of which I haven't seen before. If you're an Elite fan it is a worthy addition to your book collection and your purchase will help a good cause.

This is Hipperson's third book. It was written to raise money for UK children's charities, like his earlier ones. He sold nearly 4,000 copies of the first two books, raising more than \$26,000 for the children's charities he supports. You can contact him at [michael@michaelhipperton.co.uk](mailto:michael@michaelhipperton.co.uk).

Foster Cooperstein

### What to do Next?

So the Elite was sold at Auction.

So I am thinking to myself what is my next move? It was decided to meet for lunch at that fine eatery, Ribendum in Chelsea. Max, myself, Nicholas Paul and Club Elite supremo, John Mead. Initially Max thought he may not have room for the car but egged on by his wife, Jean, he said we should go for it.

Being old-fashioned I rang, rather than email, Bonhams. I telephoned their motor car department and explained I was the under bidder (a slight porky) at the Revival auction and could I be put in touch with the winning bidder. I was lucky to get a helpful guy, Mark Gold. I was aware that at no time could I mention the Mosley connection. He contacted the buyer on my behalf. The buyer called me very quickly from the US, a Scotsman on the line. 'Yes' he would sell as he bought and sold classics for investors. The car was being stored in Hampshire ready for shipping. Then over next two days, a game of cat and mouse over what he would accept. I was back and forward to Max and eventually a figure was reached. Everyone was happy... the Scotsman more so! He wanted paying in US dollars. Then a move of mine which could complete the deal. In fact when I told my friend from whom the transfer would arrive he immediately sent the money to America, before it had been received! The Scotsman could not believe the speed of it all. Once done, and on November 4th, I arranged with our local garage owner, Barry Sanford, that we should set off in his flatbed truck and collect the car... it all seemed so straightforward!

The car remained on French plates CX 530 YR, our next task was to try and get back the original registration 9364 ND. John Mead drafted a letter to the DVLA with all the relevant documents from Bonhams with regard to applying for UK re-registration.



### Then a light bulb moment

The next job was the MOT! We have a fine local garage so I took the car down and waited anxiously on November 10th. It did fail on some minor bits and pieces, easy to put right therefore not too bad. The MOT tester Mark Sanford (himself a Lotus owner) said that he would not be able to do it in the French registration number so he would use the chassis number to ID the vehicle. EUREKA! DVLA came up with 9364 ND the original number we were after! We were all ecstatic - another piece in the jigsaw.

\* Chassis visible over 40 years old at May still no longer need being although some insurance companies insist on it.





**www.wirewheel.com**

**Dealers in Vintage Sports & Race Cars**

*Life is too short to drive boring cars!*



**www.wirewheel.com** is your Lotus specialist  
with over 30 years of Lotus experience.



Visit **www.wirewheel.com** for more interesting  
street & race cars, British sports & race cars - Buy-Sell-Trade



**www.wirewheel.com**  

772-299-9788 • Fax: 772-299-9787 • 995 36th Court SW, Vero Beach, FL 32968

# magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

There's a brief interview with former Lotus designer Peter Stevens in the March Octane. When not busy designing modern sports cars, Stevens likes to work on hot rods. His latest acquisition is one he bought from the US on eBay with Ford Model A running gear and a Model T body. He's since added a hotter Model B block with a Winfield head. Also in this issue of Octane is a 9-page article about the Talbot Sunbeam Lotus rally car. In this case the car is one that has been upgraded with equipment that can be found in modern rally competitors. This one was a basket case that has been worked on by the UK's Toleman Engineering and built to Group 2 FIA specs. Their work included typical period modifications to accommodate the fuel tank, dry sump, larger exhaust and battery. About half way through the project they decided to make it street legal as well. It was repainted with green stripes over yellow paint. Included is a sidebar about former Lotus MD Mike Kimberley. In late 1978 Kimberley received a phone call from an old friend who was the competitions manager at Chrysler UK. They wanted to know if Lotus was interested in supplying engines for a rally car – using variations of Lotus' 907 engine; one for street use and one for rally competition. Colin Chapman quickly agreed and Lotus became the engine provider as well as converting the partly built into vars into the street and competition cars. The competition version won the 1980 RAC and 1981 World Rally championships.

See the 20 January 2021 issue of Autocar for more about the Alpine-Lotus development agreement. The two companies will jointly develop a new era EV sportscar. Alpine is owned by Renault and is also the umbrella for Renault's motorsport division, including F1. You may remember that Alpine and Caterham, then owned by Tony Fernandes, agreed to a similar deal when Alpine was developing the A110 but that deal fell apart. In addition to this car, the two companies will look to develop a number of joint services to combine their engineering abilities. According to now ex-Lotus CEO Phil Popham, the agreement is the "first step in what is set to be a hugely rewarding collaboration between our iconic brands."

Interested in buying a Lotus 47? How about one with the twin snorkels? Chassis #4 has been rebuilt from the scrapyard. This is the

car John Miles drove during the 1967 season, and partnered with Jackie Oliver for the longer events. The car won 17 races that season, including the 6-hour BOAC International 500. At the end of the season Lotus sold the car to John Calvert. Calvert raced the car, winning at Croft on Boxing Day and scoring several podiums until he was forced into the barriers at Copse during the Silverstone International Trophy race. Due to major damage, the car was rebuilt onto chassis/body #78. Calvert continued to race the car, which he also registered for road use. He sold it in 1969. The car ended up in a scrapyard but was salvaged. Between 1981 and 2005 the car was restored to its Lotus Components appearance and has since returned to the track. It is in turn key condition and is for sale. See the January 2021 Motor Sport – 1.5 pages.

Also in the January 2021 issue of Motor Sport is an interview with former Team Lotus driver Johnny Dumfries (7-pages). He was a rival of Senna's in F3, winning the British F3 championship in 1986. He won the Grovewood Trophy, given to the year's upcoming drivers, in 1983. He went on to join Team Lotus as Senna's teammate in 1986, placing 9th in his first race, the Brazilian GP. The season didn't go well. Senna got the best equipment and most of the attention. In July, after 5 mechanical failures, Dumfries was told that he wouldn't be back in 1987. Team Lotus wanted the Honda engine and that meant taking on a Japanese driver. Unfortunately, Dumfries didn't have a manager, didn't have sponsorship, and was too busy as a driver to work on finding another F1 ride. Dumfries moved on to sportscars, driving for TWR and then for TOM's Toyota. With no job prospects for 1991, and his father ill, Dumfries left racing to work in the family business. He recently passed away.

Also in this issue of Motor Sport, there's a 7-page article about F1 drivers who won their home Grand Prix. Jim Clark is one of the drivers profiled. Clark won the 1965 British GP, nursing home his dying Lotus 33 ahead of a hard charging Graham Hill.

According to Autocar, Lotus will soon stop producing the Elise, Exige and Evora as it gets ready to produce its Type 131 later this year. Lotus invested \$130,000,000 in upgrading the Hethel facilities and is planning to hire

250 more employees to build the new cars. Evija production will also begin later in 2021. 1/3 page in the 27 January 2021 issue. There's also a brief piece in this issue about 21-year old driver getting an unforgettable birthday present – a 20 lap drive of an ex-Mansell Lotus 91 at Lotus' Hethel test track.

Lotus recently unveiled a design study for a next generation pure electric endurance race car for the 2030 season. Dubbed the E-R9, it features a jet-style canopy mounted in a delta wing upper body. The car uses active aerodynamics with "morphing body panels and vertically mounted control surfaces to assist with high speed cornering." Lotus Engineering developed the car as a technology showcase. It was developed by George Hill, chief aerodynamicist, and Louis Kerr, principal platform engineer for the Evija project. The design was created by the Lotus Design team, led by Russell Carr. According to Hill, "What we've tried to do is to push the boundaries of where we are technically today and extrapolate into the future." The car is a racer that's "partly driven like a car and partly flown like a fighter jet". The name is derived from Endurance Racer (E-R) and the 9 is a reference to the Lotus IX. Race Tech – April issue 1-page.

There's more about the E-R9 2030 Le Mans concept in the 17 February issue of Autocar. Details are pretty much the same as in the previously mentioned article. It is described as "partly driven like a car and partly flown like a fighter jet". The body panels change at speed, as an "active aerodynamic" system. While the power source isn't specified, it would likely be electric. There are no plans to build the car. The article does include some "official Lotus" pictures.

Steve Cropley writes about his M100 Elan in the "Our Classics" area of the March Classic & Sports Car (1-page). Cropley, who bought the car in December 2020, usually trades his classic cars within a year or two of ownership, thinks he found a keeper in this Elan, which he plans to run in hill climbs, as well as for street use. He believes that he bought a good car, one that has been properly cared for. He will likely upgrade the tires, at least install performance brake pads, if not upgrade them, change the exhaust to a free flow system and likely add adjustable shocks.

There's a short article in the April Practical Classics about the end of Elise production with a brief Elise history, including a couple of pictures of Elisa Artioli with the car. 1.5-pages

Interested in a new Caterham? See the March Car for a half-page article about spec'ing a well-priced Caterham. Start with the 360S as the base. Then add the top, the LED headlights and clear lenses, the doors

and side armrests, the lowered floor, quick release steering wheel, rear anti-roll bar, sports suspension and dry sump oil system, as well as a few other options. This car, built up, totaled a shade under \$55,000 (UK).

See the 3 February issue of Autocar for a 4-page article about Lotus' plans for new cars. The Evija and the Type 131 are to be launched this year. A high performance SUV built on a adapted version of Geely's new SEA electric platform is scheduled for 2023. The new electric sports car will likely follow around 2025. Outgoing Lotus CEO Phil Popham discussed the jointly developed Alpine/Lotus project, saying that it wouldn't debut before 2024. While the two cars will share a common platform, drivetrain and battery system, the Lotus version will not deviate from the attributes and DNA of what a Lotus is. "It's got to be a Lotus at its core, which is a car you love to drive" Popham said. Although the car will take styling cues from the Evija, don't expect much crossover between the two cars. He also said to expect that the electric sports car's "total ownership costs" will be comparable to those of the soon to be discontinued Elise, Exige and Evora. Expect a range of several EV models based on the same platform that are broadly comparable to the existing Lotus models. Popham has decided to leave Lotus. He is being replaced by Matt Windle. Windle is a long time Lotus employee who also worked for Tesla, Volvo and Caterham. There are three sidebars with the article: What Else Could the Lotus/Alpine relationship Do, How They Will Make It Feel Like a True Lotus and one about the Type 131, Lotus' last ICE car. Expected to debut in 2022, it will be a 2-seater Ferrari competitor. The chassis will be based on the Evora's aluminum architecture and will be mid-engined. Being a true 2-seater, it will have more interior space than the Evora. Look for a 500bhp V6 engine but not likely from Toyota. Don't expect it to be named Esprit – it will likely get a new name. As the range develops, look for more and less expensive versions. (4-pages)

Both the March issue of EVO and the April Octane include a 32-page supplement about Lotus Engineering.

There are two Lotus articles in the March EVO. The first is a 3.5-page article about the E-R9, Lotus' futuristic racing sports car. This concept car is what Lotus Engineering sees as Le Mans racers will be like in 2030. According to Lotus' Phil Kerr, the principal platform engineer for the Evija, it is possible that by 2030 increased power and range battery packs will be available with sufficient power and range that could be recharged in around 12 seconds. He said that they can recharge the Evija's battery pack in less than 9 minutes using current technology. The R-E9 is designed with a motor for each wheel.

Beside the car's adaptive, aerodynamics, the car will use adaptive suspension geometry. This piece includes a half-page sidebar about the electric model being developed with Alpine. Lotus will lead the design, development, and engineering of the car. They will work together on electric powertrains. Expect two Lotus models priced between \$80,000 and \$110,000 (UK). According to this piece, the last Lotus ICE car, the 131, will be based on the Evija chassis.

The second EVO article, is a comparison of the Exige Sport 410 with a Cayman GTS 4.0 and Life 110 Alpine A110 (12-pages). The 410 is the middle range Exige – between the base Sport 350 and the top end Cup 430. It is more of a track-oriented car than the Porsche or Alpine. The road trip destination was Wales, a 'B-road' drive. The Exige's front splitter and high rear wing make it the most dramatic of the three to look at. It has the advantage when it comes to straight line speed, although because of the downforce elements (around 250lbs), the Porsche has a bit higher top speed, 182mph vs 174mph for the Exige. Inside the Exige can't compare to the Cayman. While there are some nice elements to the Exige, particularly the exposed gearchange mechanism, it is essentially an Elise interior. If you're a tall driver, you may feel a bit cramped. You may find that the unassisted steering requires a bit of muscle at low speed but it is fine at speed. The gearbox requires precise shifts. The clutch is on the light side and the brakes are firm. These factors require a bit of practice before you become comfortable driving the Exige. Once you do you will be rewarded with great performance. The car delivers a long, steady stream of power. This linearity encourages you to keep your foot on the gas until the rev limiter intervenes. On the track the Exige was very focused and demanded that you pay attention to your driving. While the steering lightened at speed, the driver found that it required firm input to make it through high speed corners. He also felt that if the car oversteered he wouldn't be able to catch it. He found that the front tires wanted to dig in or slightly understeer. He wrote that if you rush your gearshift you can miss it and that heel and toe downshifts felt awkward. But he wrote that perhaps all it takes is a bit of practice. He did like the ability to adjust the shocks and roll bars. He ranked the Exige at the bottom, saying that it was much more of a track car than an everyday sports car that might be tracked. His choice was the Alpine. He found the Alpine the easiest to drive and that the heaviness of the Porsche (around 660lbs more than the Alpine), made driving it quickly easier. He did give each car a 5 star rating. Note: The Life

110 is an aftermarket tuned version of the Alpine 110.

We'll be seeing lots of farewell articles about the Elise, Exige and Evora over the coming months. There's a 6-page story in the 10 February Autocar that compares an Elise S1 with a Sport 240 Final Edition. The modern car is much faster – 147mph compared to 124mph top speed for the earlier car – as well as quicker – 4.5 seconds vs. 5.9 seconds 0-62. The new car is much heavier 2,050 pounds v. 1,595 pounds. Pricewise, the Cup 250 costs about \$59,150 compared to \$48,100 (time adjusted – both UK prices). The S1 driven in this comparison is an early car, very stock with the discontinued MMC brakes. The driver quickly remembers the precision of the steering and the sublime chassis communication. The engine, the K-series engine, feels quick with a wide power range. But it is the handling – "you can make it do anything you like: steady-state understeer, exquisite wheel-twitching neutrality or sideways...". On the other hand, the Sport 240 "is a more serious proposition. It feels far more solid and better put together (because it is), and is wildly easier to live with." The suspension changes, particularly the change to Bilstein shocks, are a major change for the better. The Cup 240 is clearly a descendant of the S1. The Cup 240 has the character of the S1. The article includes a few sidebars. One is a very brief buyer's guide; another picks the five "best" versions from 1996 to date.

The May/June issue of Absolute Lotus is out. A 340R is featured on the cover. This issue's featured articles include one about Dan Gurney's 1962 Daytona International win in a 19, driving a Talbot Sunbeam Lotus, the 'Me and My Car' column is about an engine swapped Elan, the 340R, an upgraded Exige, Lotus driver Peter Arundell, and a Seven S3 buyer's guide. There are the usual columns: From the Archives, News, Auction Watch, Products, Scale Models, as well as Running Reports, Cars for Sale and Ghosts of Magazines Past.

More on the Talbot Lotus Sunbeam in the May (Thoroughbred &) Classic Cars (2-pages). It is one of a few cars picked as 'smart buys' for 2021. They are rare – only 2298 (almost equal right and left hand drive) and only 351 currently registered in the UK (the prime market). On the plus side: fun and reliable (if well maintained). On the negative: they're rust buckets, even when well cared for; some parts are hard to find; not many specialists. They appear to be greatly undervalued.

# *'The Alternative Christmas Story' from Lotus: the birth of the Elise Proto One*



Images © Lotus Cars, Coterie Press

***'Twas the night before Christmas, when all through the house.***

***Not a creature was stirring, not even a mouse...***

... except at Hethel, on the 24 December 1994, where in one small workshop a handful of engineers were working extremely hard to achieve a significant milestone before the factory closed for the Christmas break. The target, which was primarily motivational and psychological, was to complete the build of the first prototype of the Lotus Elise – aka Proto One – and drive it around the famous Hethel test track.

The first chassis had arrived from the supplier in Denmark a month before. This was before manufacturing of the extruded and bonded chassis started in the UK and became Lotus Lightweight Structures, our sub-division based in Worcester. Like all 'technology proofs' at Lotus, the chassis had been put on display at Hethel for half a day so that staff could view it. Weighing only 68kg – as the production chassis did – it was viewed like a spaceship had landed, with engineers, technicians, sales people and management all gathered around. People couldn't resist stroking, tapping and caressing the smooth silver anodised structure. A few immediately identified it as being not just innovative for Lotus but revolutionary for the industry. The chatter continued for days afterwards.

Over the following weeks, the Project M111 team worked long hours to build the car and get it running by Christmas Eve. At 6:00pm, when everyone should have been at home with their

families, there were still about 50 items that needed to be done to get the car running. It seemed like an impossible task, but the question was posed amongst the team – was there anything that couldn't be completed by midnight? There wasn't, so the team pushed on.

Richard Rackham, Vehicle Architect for the Lotus Elise at the time and now Head of Vehicle Concepts, remembers: "The excitement had been building through the day, lots of people were guessing how much the running car would weigh and we had a little sweepstake going. The enthusiasm of the technicians, I've never known anything like it. We were all getting stuck in as we wanted this thing to roll. And at the time we even thought that it didn't look half-bad – because love is blind – but looking at Proto One now, it was hideous!"

The car was essentially a rolling Elise chassis with Lotus Seven-style mudguards, a rudimentary windscreen, two seats and a pair of frog-eye headlights standing proud at the front. It was certainly not clad in the Elise's



clam-shell bodywork that has now become iconic, nor did it have any disguise, but it was technically very attractive.

It was well into the evening when the list of jobs was complete. Richard Rackham and Tony Shute, Project Manager for Project M111, put on their crash helmets and headed out into the dark and on to the Lotus test track. "It was icy, but a brilliant moonlit night; it was one of those magic moments," reflects Rackham. First impressions were that it was very quick, because of the torque of the engine and the obvious lack of weight. And, of course, as it was a Lotus, the steering response was excellent.

Little evidence exists of that Christmas Eve, save for some grainy VHS video-cam footage. The only shots of the car driving on the test track – it was very dark after all – were captured on the Lotus CCTV cameras. Two security officers in the Lotus Gate House tracked the car running its laps, firstly for safety but also such was the level of enthusiasm for the new car across the business.

The car returned to the workshop and most of the team went to the pub for a celebration drink. They knew a significant milestone had been accomplished on the last working day of 1994, but also that there was a huge amount of work to do before delivery to the first customers 18 months later.

26 years after that Christmas Eve, Richard Rackham recollected: "It was an amazing period, a real learning experience of what could be

done, in a short time with the right team. We were only around eleven months into the project and already had a running prototype.

A huge achievement for any company, but this was with a totally new vehicle construction technology. So not only were we developing a new car, we were in parallel conducting pioneering R&D into a technology that is now omnipresent in the automotive industry. And we were testing for the first time on a frosty Christmas Eve."



# Living the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro

**Its that time of the year when we get more focused on Leading the Lotus Life. We had a brief break in the normal spring weather here in Buffalo New York. It is always tough waiting for the salt to disappear from the spring roads here in Western New York. I can probably count on less than two hands the number of times we have had enough rain to wash the salt off the roads. Combine that with the 85 degree temperatures we had during the month of April and those two things occurring at the same time drop to less than one hand in LOONY land. The Elise made a very early trip to the corner gas station to get her first ethanol free feeding of the driving season.**

While feeding her, another gentleman pulled up in his Porsche and we started talking about our cars. I was not too interested in his Boxster, but he sure was interested in the Elise. "Was Lotus still making cars?" "Who makes Lotus?" And the one I usually have a hard time answering, "Why a Lotus?" Its hard not because I do not know the answer, but more that it is tough for me to put into words. This time I was ready. And I was ready because of a video I had seen the night before.

Normally when someone asks me "Why a Lotus", I usually get their email address and send them the story of my first Lotus and what it means to me. Great story, all of you have read it and almost every time I get a very favorable response a few days later. But this time I had been inspired by none other than Jay Leno. Every now and then I bring up Jay Leno's Garage and have a look at what he is driving these days. Jay has a few Elans and considers the Elan one of his favorite cars. Lately he has been driving the latest Lotus cars, which included having Russell Carr, the Design Director of Lotus stop by for a chat about the Evora.

About 2 months ago, Jay did a series of videos that due to the Covid-19 pandemic had to be done solo with no camera crew present. I liked the way those were being filmed. I began to watch the Evora GT video and the initial comments by Jay about the Evora GT were very favorable. Jay then hopped in the Evora. He spent about 10 minutes filming and narrating while driving the car around southern California. He mentioned that he had put about 500 miles on the Evora so I realized he had spent more than just a 10-minute drive. In the car. I have watched a lot of Jay Leno's drives and for the life of me I cannot remember him speaking so highly of a vehicle, with the possible exception of the McLaren F1. As I watched the video, Jay was saying things about the Evora and Lotus that was almost exactly the way I feel about Lotus cars today, and the way I have always felt about Lotus cars. I just could not find the words. Jay is obviously a person that has driven a great many cars. His car collection is legendary. Jay can drive any car he desires. He loved the Evora GT. One of his best statements which plays into my reply to the Boxster owner is when Jay said "The more you drive it the more you like it."



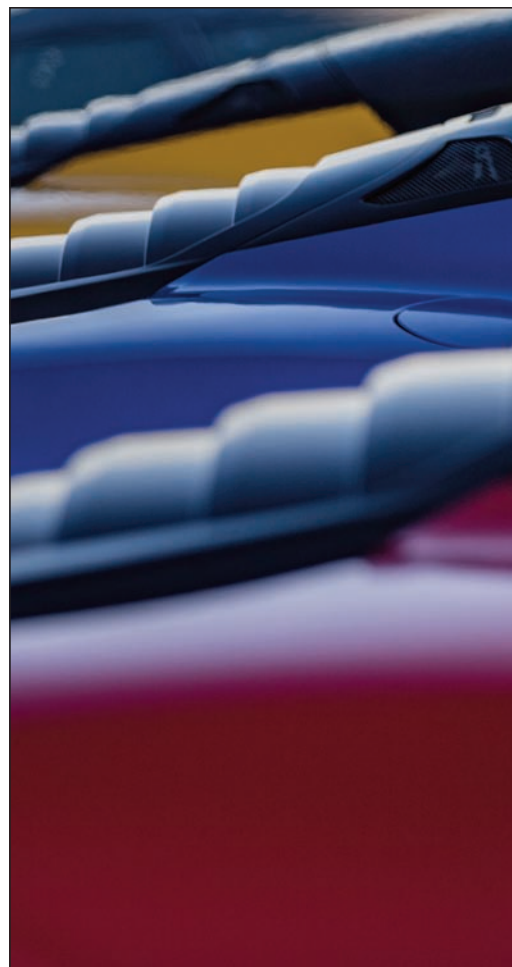


I asked the Boxster owner if he ever felt “One with his Boxster”? “Have you ever taken the Boxster when you know you should have taken your other car?” “Do you sit in the Boxster during winter storage and go Brm, Brm, Brm.” The Boxster guy looked at me like I had two heads. I told him about the Jay Leno video. I told Mr. Boxster that every time I get in my Elise I always smile, and the drive is always fresh and exciting. As Jay Leno says, “Lotus are drivers’ cars.” As the Boxster owner and I parted ways, with a wave, I knew he just did not get “it” and he thought I was probably just another crazy Lotus owner. But, I get “it” and I know you do too. I wish I could get Mr. Boxster into the driver’s seat of the Evora. It would be a revelation to him of what are truly the last great analog drivers’ cars being built today. Nothing automatic, nothing programed, who cares the exhaust is drowning out the radio, just two hands on the steering wheel and the twisty road ahead demanding all your attention. I smile just thinking about it.

For health reasons I am selling my older cars. Not a big deal, it is the way of life and it’s been a truly great Lotus Life. But for me in the near future it’s a choice between an Evora GT and the Type 1-3-1. I know one thing; I cannot wait for Jay’s test drive of the Type 1-3-1.

Drive Passionately  
Live Life To The Fullest  
Live the Lotus Life

**Tony Vaccaro**





# club CLASSIFIED

**CLASSIFIED POLICY:** Lotus-related, non-commercial classified advertising that meets editorial guidelines (available from the club upon request) is free to Lotus, Ltd. members. Commercial, non-member and other ads not qualified for free listing cost \$1 per word (excluding heading, name and phone number) and are indicated by an asterisk. Members working in the car, parts or service business (Lotus or otherwise) submitting free ads must include written certification that they are strictly personal; false certification will result in the suspension of advertising privileges. All advertising is accepted at the sole discretion of the editor and must be received by the 15th of the month preceding the issue month for inclusion. Send classified advertising to: [lotuscora@verizon.net](mailto:lotuscora@verizon.net)

LOTUS, LTD. RELIES SOLELY ON THE REPRESENTATIONS OF CLASSIFIED ADVERTISERS AND CANNOT GUARANTEE THAT ANY ADVERT IS BONA FIDE. ANY PROBLEMS WITH AN ADVERT SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE EDITOR.

## CARS FOR SALE

**2005 Lotus Elise** Excellent condition, 23,000 miles. I am the second owner (11 years). Never tracked. Saffron yellow, biscuit leather interior. Touring & Sport Pack, Sector 111 RTD. Toe Link Brace, Steel Brake Lines, Upgraded Shift Linkage, Stainless Suspension Bolts, Four New Yokohama Tires. Car in SW Mass./CT - \$35,000. Additional Photos and more info on request. Please call Jack at 413-429-5868 or [jackdeaso24@gmail.com](mailto:jackdeaso24@gmail.com)



### 1966 Lotus Elan S2 #26/5746

Late May 1966 production Lotus Elan Series 2 1600 - Spyder Chassis, Tubular Headers, Gear Reduction Starter, Alternator, Electric Fuel Pump, CV Joints, MSD ignition, SPAX Adjustable Perch Shocks, Battery Cut-off Switch, Braided Steel Brake-lines, and other updates for drive-ability and reliability. Side badges & refurbished original steering wheel not on the car included. Certificate of Provenance from Lotus.



54,318 indicated miles TMU. Yellow Imron Paint. Detailed pictures on request. \$39,900 Contact: [lotus@netsecuritypro.com](mailto:lotus@netsecuritypro.com) 804-436-6181, Florida area

**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. Subsequently 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 [defoss@netzero.com](mailto:defoss@netzero.com)

**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

### 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](mailto:willtaylorphoto@aol.com), tel: 303-570-4437 for more info and pics. Colorado.

**Lotus Europa** Selling my beloved Lotus Europa, I don't fit any more. It has an uninterrupted owner pedigree, from when it was produced to which dealership it was sold by, to the succession of ownership of which I am the third and longest owner. Every invoice has been retained and copies will be provided. This version is the finest and fastest version built. It was built to RHD English specs, Twin-cam, Delorto carbs, Big Valve head, 5-speed gearbox, so ideally suited for both, touring and track. It has performance enhancing camshafts from QED (UK). It was rebuilt in 1988-1990 with all original Lotus parts. The backbone frame is the original and zink dipped and then painted, covered with water wicking material (unlike the felt originally used.) Body was enhanced with an extra fiber glass, completely rewired, gear shift linkage is all new. Original windshield surround, original wheels. Every nut, bolt and metal surface is rust free. From 1993 to 2020 kept in climate controlled heated storage! Located in New York area. Peter Bach, [gr8trains@gmail.com](mailto: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](mailto:tvacc@lotusowners.com) Tel: 716-861-1412

### 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](mailto:tvacc@lotusowners.com) 716-861-1412

**1973 Lotus Europa** White w/gold pin striping, 4-speed, 34k miles, very good exterior & interior, black. Dry stored needs recominishing not restoring CFMI, 207-389-1008

## CARS FOR SALE

### 1966 Lotus Elan S2 - 26/5764

Late May 1966 production Lotus Elan Series 2 1600 - Spyder Chassis, Tubular Headers, Gear Reduction Starter, Alternator, Electric Fuel Pump, CV Joints, MSD ignition, SPAX Adjustable Perch Shocks, Battery Cut-off Switch, Braided Steel Brake-lines, and other updates for drive-ability and reliability. Side badges & refurbished original steering wheel not on the car included. Certificate of Provenance from Lotus. 54,318 indicated miles TMU. Yellow Imron Paint. Detailed pictures on request. \$39,900 Contact: lotus@netsecularitypro.com 804-436-6181, Florida area.

### 1971 Lotus Europa S2

Purchased in 1973, 2nd owner. Full frame-off, meticulous restoration in 1980's, intended to be my 'forever' car. But things change in life and so I haven't quite made it to 50 years. First Place at Empire Car Club 1984; First Place at New Hope PA 1985; First Place Europa and Best in Show at LOG VIII 1988. I performed incidental repairs and updates along the way, but with the overall goal of keeping this Europa as original as possible. It is a rare unmolested example with only a few concessions for aesthetics or perform-



ance. Kept covered in climate-controlled garage. Odometer reset to 0 during restoration at ~82,000 miles since every part that could wear was either replaced or rebuilt. I've driven it 5,000 miles since. The restoration included everything, but the list is too long to include here!!! Things I haven't got around to or that don't bother me: Brake fail servo cap should be replaced (light stays on), foam in sun visors has deteriorated, some delamination of windscreen, paint blemish and stress cracks on right front fender and passenger door jam. Minor nicks and scratches here and there. Included with car: Custom indoor car cover, Lotus service and parts manuals, and my scrupulous notes on all work done to car and measurements taken over the years. Spare parts include: new front right body clip, set of rear wheel bearings and u-joints, window motor assemblies, brake parts, hub cap, set of lower links, windshield trim in chrome plastic and new corner clips, door hinge tool, trickle charger, poster-sized color wiring diagram (laminated), LED headlights, original Solex carburetor, door hinge adjusting tool, and more. \$30K Car is in Houston Texas Contact tbsmith@pobox.com or 832-415-69156.

## 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

### 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 parts** 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

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

## PARTS FOR SALE

**Europa T/C parts** New rear sway bar + hard ware, Beans water pump pully + Belt (2) kit, new rear ADJ links, new rear bumper. Used radiator, new wind screen molding, also some trim & body items. Call with needs 207-389-1008

## 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 x 95.25mm. bolt pattern. Please contact: Steve at svlasses@gmail.com

### Lotus Formula Ford Type 51

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

### Wanted: 2 Europa Twin-cam Alloy Wheels

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

### Wanted: 1970 Elan S4 windshield

Please contact Gary David gdcomputer@aol.com

### Wanted: Hardtop for Elan S3

Contact William on willtaylorphoto@aol.com

### Lotus Books & Manuals

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

# tasty Lotus bits





INOKINETIC.COM

[951] 551-0900

## InoKinetic



For over 35 years, helping to keep your car  
on the road and track and out of your garden.



636 east saint charles street • sr3  
san andreas ca 95249 • usa

Phone 209/754-5802

Fax 209/754-5177

Toll Free Fax Ordering from the US and Canada 800/479-7789

[www.davebean.com](http://www.davebean.com)

