

LOTUS



49/3

*re*MARQUE



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LOTUS *re*MARQUE

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

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

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



Tony Vaccaro



Foster Cooperstein



William Taylor



PRESIDENT'S MESSAGE

As I write this President's message on June 24th, I think we are seeing the light at the end of this terrible tunnel we have been traveling through for the past year. I take the unusual task of mentioning the date as the recent events have really made club activities difficult if not impossible. We had to postpone our Lotus Owners Gathering until this September and to cancel our Performance Driver Education Days at Watkins Glen for both this year and last year. I sincerely hope we are coming to the end of this unfortunate time and look forward to all of us getting back to Lotus, Ltd. club activities, whether it be local affiliate meetings and our Lotus Owners Gathering.

Speaking of the Lotus Owners Gathering, I do have some updates to share with you for LOG 40 on September 10-13, 2021. The host hotel is currently listed as full, but that may change due to the rollover of reservations from last year. Please check with the host hotel. The overflow hotel is the Hampton Inn. It is located about 1.5 miles from the host hotel. Their phone number is 801-583-3500. Rate is \$145 and includes breakfast. The Hampton does have adequate trailer parking. Please reference the room block "Lotus Owners Gathering" to get the special rate for either hotel.

There will be a new hat offered for this year's LOG! It is a British Drivers Cap. A LOG 40 pin is also available. If you are not staying over for Sunday activities, please reconsider. A few really great tech sessions are scheduled for Sunday afternoon and more and more LOGGERS are making the LOG weekend a 3-day affair.

While Lotus, Ltd. is not hosting the Track Event at Utah Motorsports Park, all of the LOG 40 attendees are welcome to register and attend the ULOCO (Utah Lotus Owners Coalition) track event on Monday September 13, 2021. Cost is \$325 to drive. Utah Motorsports Park is owned by Geely, which also owns Lotus and the track will be the home track for Lotus in the United States. Located elsewhere in this issue of *re*Marque is full information on how to register and participate in this event on Monday September 13th.

We are sorry to announce that the LOG 40 Autocross on Monday has been cancelled due to its high cost.

The trip to LOG with other Lotus owners is one of the highlights of any LOG. We have groups driving from the Atlanta and Austin Regions. The Golden Gate Lotus Club is driving over the Salt Lake City as well. I encourage to you find other LOG bound Lotus owners to join up with and caravan to LOG. The LOONYS caravan to the LOG in State College, PA still remains one of the finest LOG trips I have ever made and every year I try and duplicate that adventure.

If you have an affiliate group in your area, please consider joining them for Lotus drives and meetings. If you don't have an affiliate in your area of the country, consider starting one. Lotus Ltd. will assist you in starting a local group.

Stay safe and I hope to see you at LOG!

Tony Vaccaro
President, Lotus, Ltd.

Cover Image: Lotus Type 131 Emira, 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



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Lotus club PIT STOPS

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

Amalgamated Lotus Owners of Kansas City

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

North Texas Lotus Club (NTLC)

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

Southern Nevada Lotus Car Club (SNLCC)

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

Alabama Lotus Car Club (ALCC)

Meeting locations change from month to month, so please contact John Higgins, Tel: (205) 936-9997. e-mail: johndhiggins3@mindspring.com, for info on any club gatherings and events.

Lotus Colorado (LOCO)

Pre-Covid LOCO met on the last Tuesday of every month for informal monthly meetings usually involving dinner, drinks and conversation. For details on club meetings in the future contact club President Jim Collins on jamesdeancollins@gmail.com. For details on other LOCO events go to their website at www.lotuscolorado.com.

Lotus Limited Southeast (LLSE)

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.

Lotus In Pittsburgh (LiP)

Russell B Musta - 412-491-9361, Facebook Group 'Lotus in Pittsburgh-LiP'. www.lotusinpittsburgh.webs.com. e-mail - lotusinpittsburgh@comcast.net. Notification of meetings and gatherings to follow. Watch for updates on Facebook Group and website.

St. Louis Area Lotus Lovers (STALLS)

We finished 2018 with a well attended holiday dinner. Our club held many events including participating in the St. Louis European Car Show, a tech session featuring brake technology, a run through the beautiful Missouri countryside, and a series of F1 gatherings. The club is looking forward to an equally great 2018. For more info on STALLS, contact to Chris Faulbaum by tel on 314 920 3098 or email at: faulbaumc@yahoo.com

New England Members of Lotus Ltd. (NEMOLL)

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

Lotus Owners of New York (LOONY)

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

New England Lotus Club (NELLI)

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

Philadelphia Area Lotus Society (PALS)

PALS is dedicated to Lotus enthusiasts in the Eastern PA, New Jersey, New York City Metro, Delaware and NE Maryland geographic area. Contact Kyle for more info on any PALS events at kylekaulback@msn.com. 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

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

Litchfield Lotus Group (LLG)

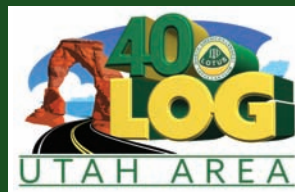
Comprised of non-judgmental Lotus enthusiasts near the NY/CT/MA intersection, our mission statement is simple: Meet like-minded Lotus servants and exercise our cars. We generally meet at Lime Rock Park in CT and tour the quintessential back roads of Litchfield, Dutchess and Berkshire counties with points 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 or, 860-671-9973 and get on the LLG events mailing list.



Register for LOG 40 at www.lotusltd.com

LOG 40 update

Register for LOG 40 at www.lotusltd.com



The LOG40 committee invites you to beautiful Salt Lake City, Utah—we've been waiting for you since 2020! We're excited to host the premier gathering of Lotus cars from vintage to new and featuring your first in-person look at the Evija.

Celebrations begin on Friday evening at 5 pm with a kickoff reception in the hotel's parking lot filled with Lotus cars and their owners. Walk around to the tent on the north lawn where you can enjoy savory appetizers and order a "Lotus Lager" made by a local brewery, Salt Flat Brewing, for this special occasion at the cash bar. Snap a few photos of you and the Evija on display at the main entrance to the hotel. Reminisce with old friends and bond with new ones.

Saturday morning is panoramic picture day. Take advantage of the car wash on the west end of the hotel parking lot to spiff up your Lotus, sponsored by Griots Garage and meet us at Cottonwood High School for the iconic LOG40 Panoramic Photo with Mt. Olympus as the backdrop and enjoy a delicious lunch on the lawn created by students from a local cooking school. Don't forget to vote for your favorite Lotus! Back at the hotel, peruse the silent auction and vendor sales area and head to the ballroom for the evening's banquet with special speaker Matt Windle, Managing Director of Lotus Cars.

Sunday morning you'll find several informative tech sessions to attend before jumping in your Lotus to explore some of Utah's amazing scenic and windy roads just made for your Lotus! Don't miss the final buffet dinner, another glass of Lotus Lager and speaker Richard Perramint. Awards will be given out as well as information about Monday's track day at Utah Motorsports Campus.

We can't wait to see you in Salt Lake City, September 10-12, 2021.

Apparel for LOG40

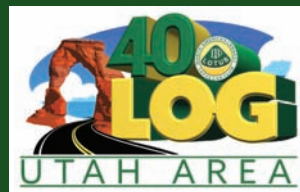
Flat caps are the official hat for LOG40!
Commemorative LOG40 pin included on the brim.

Pure cotton material, breathable and comfortable to wear. Hat body is not easy to fade and deform. Shaped curved hat brim, three-dimensional shape, with adjustable buttons. This hat is versatile for both men and women. 10.6 x 7.8-inches (LxW)
Chocolate brown color.

LOG40 Commemorative Hard Enamel Pin 1.5 inches wide. Comes with the Flat Cap or sold separately.



LOG 40 update



Register for LOG 40 at www.lotusltd.com

ULOCO wants YOU!

Top ten reasons to participate in the Utah Lotus Owner's Coalition's Monday track event at the Utah Motorsports Park.

1. It's only a half hour from the hotel and well worth the trip for drivers and spectators.
2. View Lotus, Lotuses, Loti, and Lotus cars in their native environment.
3. No speeding tickets, guaranteed!
4. From the Mario Andrettis to the never-been newbies, there is no better way to love your Lotus.
5. Lotus is "for the drivers." Real drivers need a track.
6. NO monster trucks or minivans after turn 1.
7. When strangers ask, "do you ever take it to the track?" You can say YES!
8. All the cool kids will be there.
9. Evija may be there!
10. Colin Chapman will be there! (In spirit only, RIP Collin.)
11. Your mother and Colin will be impressed.
12. Lotus Drivers feel the need, the need for speed. The straightaway is faster than you are!
13. Drive your Lotus on a Lotus track for a lot lower cost than shipping it to England. This track is owned by Geely, the parent company of Lotus and is the Lotus home track in the USA.

14. Turns, turns, turns! And FAST straights

15. I've never been on a track before. Perfect! An instructor will hop in and guide you through.

Sign up here: <https://www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388>

What has Satisfaction, Kink, a Scream and Release, and only one Gotcha? How about Agony and Ecstasy, a Demon and the Devil and The Attitudes? It includes a Workout with Precision and Indecision, a Windup, Right Hook, and Knock Out! Sign up here-<https://www.motorsportreg.com/events/utah-lotus-owners-coalition-track-day-motorsports-campus-510388>

NOTES:

What is the Best Way to Love Your Lotus?

What is the Best Way to Learn to Love Your Lotus?

A track day on Lotus's home track in the USA!

Lotus's North American home track.

Event for drivers of all ability levels.

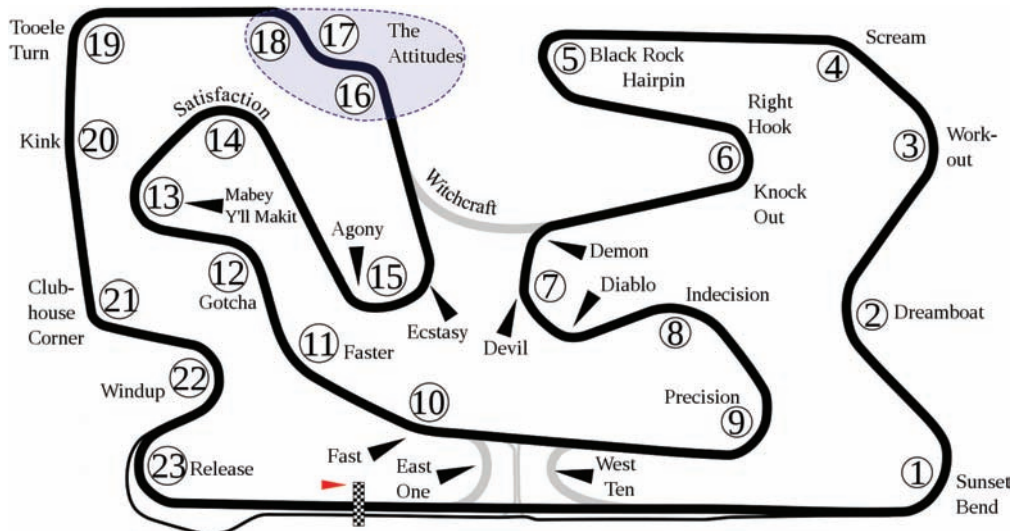
Owned by Geely, the parent company of Lotus.

"For the Drivers"

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/V8S07QeRxYc>

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



LOG 40 Revised (July 2021) 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 Hotel Parking lot assignments Self-guided drives
	12:00-5:00pm	Registration, Fort Douglas room, 1st floor Store, retail, Oak room, 3rd floor Silent Auction room TBA
	5:00pm-8:00pm	Gathering of Lotus owners reception, North Lawn tent & parking lot
Saturday	7:00 am-9:00 am	Car wash, lower parking lot
	9:00 am-1:00 pm	Concours & Panoramic, Cottonwood High School
	1:00 pm-	Self-guided drives
	2:00 pm-5:00 pm	Tech Sessions, breakout rooms
	5:00 pm-6:00 pm	Lotus Ltd. Board Meeting, Aspen Room, 5th floor
	5:00 pm-6:00 pm	Cash Bar open
	6:00 pm-10:00 pm	Banquet, speakers, main ballroom, 1st floor
Sunday	8:00 am-Noon	Tech sessions, breakout rooms
	Noon-5:00 pm	Self-Guided tours
	5:00 pm-6:00 pm	Cash Bar open
	6:00 pm-9:30 pm	Buffet Dinner, speakers, Main Ballroom, 1st floor
	9:30 pm-10:00 pm	Driver's meeting, location TBA
Monday	8:00 am	Registration & classroom sessions, Utah Motorsports Campus
	9:30 am	First run group on track



LOTUS LTD's 40th 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 _____

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Driving Instructions to Salt Lake City Or, Take the Long Way, It's Worth It!

by Rich Sheya

Thanks for making the decision to come to Salt Lake City for LOG 40! We're excited to show you some of the wonderful things Utah has to offer. From cool alpine meadows and 14,000ft peaks, to ancient redrock deserts, Utah has them all. To make your trip to SLC a little more interesting than freeways, consider one of these detours. I've been on all of them and can highly recommend each one. If you're towing a car you may want to just stay on the freeways as some of these are really narrow and twisty.

For our friends coming from the eastern U.S. there's not much in the way of twisty curvy roads once you hit Oklahoma, Nebraska and Texas. Once you get into Colorado, Wyoming and New Mexico the number of fun roads increases greatly.

If you're planning on driving through Denver, consider going south to Colorado Springs and caravanning with the Lotus Colorado group. If caravanning's not your thing, consider taking Highway 24 from Colorado Springs to Highway 285 North then Highway 82 to Glenwood Springs. Then hop on I-70 to Green River, Utah. In Green River take Highway 6 all the way to Spanish Fork, Utah. Then jump on I-15 North to Salt Lake. From Denver you can also take I-70 West to Highway 40 and take 40 all the way to Salt Lake. It's a lovely drive in a Lotus. You can take a rest at Dinosaur National Monument and the wonderful visitor's center which is well worth the stop.

Another alternative is to work your way to Pueblo and head east on Highway 50. I've driven this road many times when the racetrack in Pueblo was on the SCCA calendar and it's a beautiful drive. In Gunnison Colorado take Highway 92 into Delta, CO. 92 is one of the most beautiful, fun roads I've ever been on. If you like smoothly paved, twisty roads through evergreen forests following a river then this drive is for you. Probably not the best if you're pulling a trailer though. From Delta take 50 into Grand Junction and I-70. There's fuel at Thompson Springs a few miles down the freeway. If you go into the almost ghost town of Thompson Springs you'll find an old road past a defunct motel and café that turns into a nice dirt road that will lead you to a world famous Indian pictograph panel a few thousand years old.

If you're coming from the southeast part of the country, consider going through Santa Fe. Go north on 599 and work your way to Pagosa Springs then Durango on Highway 160 then 184 to 491 which, by the way, was once Highway 666 but people kept stealing the signs. 491 takes you to Monticello, Utah, and Highway 191. Take 191 north with side trips to the Canyonlands National Park overlooks; they're worth the detour. Highway 191 takes you to Moab, Utah, the famous desert trappa de turistiche.

Just south of Moab is the LaSalle Loop Road past Ken's Lake which is about 60 miles of paved redrock wonderfulness which eventually dumps you onto Highway 128. If your car has a very tall first gear or likes to overheat you may want to skip this because there's a lot of slow climbing right off the bat. The rest of the drive is spectacular. Turn left once you get to 128 which will take you down the "River Road" that parallels the Colorado River for many miles and back to 191. Left on 191 will take you to Moab for fuel and food, right will take you to Arches National Park and points north. Continue north on 191 to West I-70. When you get to Green River, Utah, go north on Highway 6 all the way to Spanish Fork then north on I-15. Stop in Price for the Natural History Museum and in Helper for the Miner's Museum. You'll drive past a dirt road that takes you to the Cleveland-Lloyd Dinosaur quarry which is an active dinosaur fossil dig. The dig is well worth seeing but I wouldn't take my Esprit down the dirt road. Well—maybe... An alternative way to get to the dig is to drive into Price then take Highway 10 west to Elmo (really) then follow the very nice gravel road to the dig.

From Albuquerque go north on 550 to Shiprock then you have the options of seeing Mesa Verde, Canyons of the Ancients and Hovenweep. If you're that far south you can go north on 191 to Highway 95 to Hanksville then 24 and drive through Capitol Reef National Park into Torrey. Fuel up in Torrey and get ready for the most spectacular road in Utah: Highway 12. Take 12 up and over Boulder Mountain into the small village of Boulder, Utah. If you have the time, it's well worth staying at Boulder Mtn. Lodge and eating at Hell's Backbone Grill. Hell's Backbone Grill has been nominated several times for the prestigious James Beard culinary award. They grow most of their food at their own farm and buy the rest from local providers. Make reservations

NOW, they book out almost a year in advance. Once you're sufficiently rested and fed take highway 12 up and over the Hogs Back toward Escalante. As a side trip in Boulder take the Burr Trail which is a paved road that takes you about 30 miles into spectacular redrock scenery with massive cliffs and stunning vistas. Turn around where the road turns to dirt. Highway 12 is world-famous and has been written up in car magazines as a "must do" drive. Take a side trip to the Escalante Petrified Forest, Kodachrome Basin or Bryce Canyon, they're all worth seeing. Stay on 12 to Highway 89. Turn left on 89 to Highway 9 which is the backdoor to Zions National Park, north on 89 will take you to SLC. Just a FYI, LaVerkin is the only city in the country where every household is required by law to own a gun and the whole village is a "U.N. free zone". From this point all roads going west lead to I-15. Take I-15 north to Salt Lake or make a detour to Highway 89 at Cedar City or Beaver. Highway 89 North is a lovely drive and dumps you right back onto I-15 after a brief drive on Highway 6 to Spanish Fork.

As an alternative, when you come out of Bryce Canyon instead of turning left just go straight on highway 22 for a nice drive to Antimony, Utah. You'll pass the ghost town of Widtsoe where some of the old buildings are still standing. Just before Antimony is the ghost town of Osiris where the old grain mill is still standing. Believe me, it's worth the detour. From Antimony work your way north to Salt Lake. We've taken all the roads north from there and there isn't a bad one in the bunch.


From Phoenix go north on I-17 to Flagstaff then take Highway 89 all the way to Salt Lake. Along the way take Alt 89 down Marble Canyon and head to Fredonia then over the Glen Canyon Dam to Kanab, Utah. Then 89 all the way to SLC. It's a lovely drive, much nicer than freeway driving with way better scenery. When you see civilization closing in, jump of 89 to I-15. I usually do it in Spanish fork as 89 becomes "Main Street" in several small cities and it's impossible to make any time in the crush of local traffic.

Our Friends from Southern California are pretty much stuck with I-15 until St. George, Utah, unless they want to take Highway 93 North in Nevada which is where the Silver State Challenge takes place. Stay on 93 until you get to Highway 50, "The Loneliest Road in America". Make sure you have plenty of fuel. Turn right on 50 to Delta, Utah, then north on Highway 6 to Eureka. Eureka is an almost ghost town and has the best Wild West cemetery I've ever seen just west of town. Poke as around Eureka for a while then continue west to Highway 68 north in Elberta and an antique Sinclair station that's a great photo op. Go north on 68 from the station around the west side of Utah Lake and through the new town of Saratoga Springs. Jump on Bangerter Highway to north I-15 to SLC. An alternate route that's longer but just about as scenic is to take Highway 50 to Ely, Nevada, then go north on 93 and bear right on Alt 93 which merges with I-80 in West Wendover, NV. What could be more fun than to take a short detour and do donuts on the salt. DO NOT DRIVE ON THE SALT! It's a trap, the vehicles that make those tracks weigh nothing and have huge balloon tires and are made specifically to drive on the salt. A normal vehicle, say a Jeep, won't get 2-feet onto the salt before sinking up to its chassis in mud. You may see some trenches where a semi drove off the road and was up to its axles in mud. The cost to extract a Jeep from the salt trap is around \$700, the cost to extract a semi can cost thousands.

Our friends from Northern California are pretty much stuck with I-80 until Fernley, Nevada where there's the option of Highway 50. You can take 50 all the way across Nevada without seeing one radar trap. We took it once in my Series 2 Esprit and made record time. I did run afoul of radar going north of Delta on Highway 6, though. I learned that 50mph over the speed limit is one thing, 51mph over the speed limit is an entirely different animal and 60mph over the limit is mandatory flogging and prison-- but he let us go with a big speeding ticket and a promise to appear in court in Delta as it was the biggest crime Millard County had seen in quite some time. I recommend you buy the best radar detector you can afford, and you can afford a good one because they're cheaper than a speeding ticket in rural Utah.

If you want to see the salt flats just take I-80 East from Nevada and you'll drive right by them. DO NOT take your car out onto the salt! It's sticky and will get stuck everywhere under your car and it will take you at least 3 hours at a car wash just to get all the salt off—if you ever do. Guess how I know...


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

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

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

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Lotus club
NEWS

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Emira REVEALED



“The Emira has a wider track than any recent Lotus road car, enhancing stability, delivering exceptional road-holding . It is a true Lotus sports car that builds on the legacy of the Elise, Exige and Evora.”

Gavan Kershaw





With the news that it would be the last new ICE-powered (internal combustion engine) vehicle to emerge from Hethel, on July 6th 2021, Lotus unveiled the new Emira.

The Emira features all the hallmarks that the automotive world had come to expect from a Lotus, striking design, thrilling dynamic performance, best-in-class ride and handling and outstanding aerodynamics.

As the first all-new Lotus sports car to be delivered under Vision80, the strategic plan, which is set to guide the transformation of Lotus as it moves towards its 80th anniversary in 2028, and building on the legacy of the Elise, Exige and Evora, the Emira represents a quantum leap forward for Lotus. Those instantly recognisable brand signatures and core values were combined with a paradigm shift in levels of practicality, comfort, functionality and technology.

Matt Windle, Managing Director, Lotus Cars commented: "The Emira is a game-changer for Lotus. It stands as a beacon of everything we have achieved to date in the transformation of the business, the embodiment of our progress. It is a highly significant milestone on our path to becoming a truly global performance car brand."

The Emira has been developed on an all-new lightweight bonded aluminium chassis technology pioneered by Lotus over the previous 25 years and which remains an intrinsic part of the company's sports car DNA. In this instance, that innovative vehicle architecture is wrapped with a bold and sculpted design using cues clearly developed from the Evija.

With the first customer cars scheduled for delivery in the spring of 2022 the biggest surprise on the Emira was that there would be a choice of two petrol engines from different manufacturers, both globally respected for their performance characteristics. The first 'Launch' cars will be available as limited-production 'First Edition' models powered by the much-loved and Lotus-honed 3.5-litre, Toyota-derived V6 engine, which had cut its Hethel teeth powering the Exige and Evora. But, from the summer of 2022, the first new Lotus sports car engine for more than a decade would make its debut, with the Emira powered by AMG. The new-to-Lotus AMG unit will be the turbocharged 2.0-litre four-cylinder 'i4' from the performance division of Mercedes-Benz.

Working with Lotus for the first time, AMG have come on board as technical partner on the Emira programme with some fundamental changes made to the in-line four-cylinder set-up for its Lotus debut. Transverse-mounted and delivering rear-wheel drive, the unit was modified with a new air intake system and new exhaust to suit the character and mid-engined format of Emira.

Led by Russell Carr, Design Director at Lotus, the creative team have succeeded in designing something beautiful, timeless, memorable, modern, and most importantly, that looks like a Lotus. Russell commented: "The Emira captures the visual drama of an exotic supercar, with great proportions, wide footprint and a cabin that sits low down between muscular haunches. Add in that it's practical enough to be useable every day, of the highest quality and accessibly priced, and it's undoubtedly a compelling and seductive alternative to the existing sports car competition. The Emira is re-introducing our brand to a new global audience while still offering all the thrills to engage the most ardent driving enthusiast."

The influence of the Lotus Evija is plain to see on the Emira. The lineage is even more obvious on the prominent leading edge of the bonnet, shrink-wrapped cabin that tapered to the rear, sculpted doors and vents cut into the rear haunches. The exit vents integrated into the bonnet guide airflow over the car and optimise aerodynamics and were derived from the Evija. Vertical LED headlamps with a wing-inspired twin blade design also familiar from the Lotus hypercar are standard and the bonnet features a new iteration of the iconic Lotus roundel that is making its first appearance on a Lotus production car.

Looking at the Emira in profile, the sculpted section cut into the door lead air flow towards the intake ahead of the rear wheel. This serves a dual purpose, providing air for the engine but also cooling. The Emira name badge that is visible from the side is cleverly integrated into the C-pillar. The new 20-inch diameter, 10-spoke wheels are fitted with a Goodyear Eagle F1 Supersport tyres. In conjunction with the Lotus Drivers Pack, Michelin Pilot Sport Cup 2 tyres are also available. Both tyre options have been specially developed for the Emira by their manufacturer.

At the rear, the Lotus wordmark dominates the integrated bumper that sits below a body coloured panel that is clearly inspired by the rear of the Evija.



Lotus Cars
NEWS

Text & Images © Lotus Cars Plc.



An Elitist Family

by Kurt Furger
Images © Kurt Furger

This is a brief pictorial history of John Ralph's Lotus Elite Super 95 (CBU 1838) which was raced during his lifetime in both the UK & Australia. It was put together by Caroline Dixon in Leamington Spa in the UK and Kurt Furger in Colorado and based on JR's history write up and input from family, current & previous owners.



John Ralph, second owner of the 1963 Lotus Elite SII Super 95 race car, sitting behind the wheel just coming back from a practice session at the Castle Coombe racetrack in 1964. #1838 visited all major British circuits and circuits in France, Spain, Italy, Holland and Denmark. JR had his own mechanic taking the car to events by trailer, while he flew in at weekends for the races - A Gentlemen Racer! JR enjoyed many 1st, 2nd & 3rd places. The lady in white is Peggy, JR's late sister and Caroline's mother. The racing numbers were hand painted at the time.

10-year-old nephew Jeremy in 1964 at Castle Coombe with the Lotus. Brother Stephen was also giving a hand, recording track times and helping with changing tyres. In 1963 Derek Bennett of Chevron cars in Bolton, the first owner, said the car became the scourge of the North and won every race in which it was entered, in the 1200cc class. Derek built the car specifically for racing (no interior trim) with the purpose of constructing an Elite that would be more than competitive



to beat Team Elite. The 1220cc Coventry Climax FWE engine was equipped with two twin choke Weber carbs, a ZF 4-speed close ratio gearbox and a 4.55 rear differential ratio. It had a 5 bearing competition camshaft.

Derek Bennett on left building a race car in his early back street shop. He was a talented self taught engineer.

JR's life did not always revolve around cars. When he was about 17-years old, he decided to join the Royal Navy and travelled the world in the process. Here is a picture of him on a British warship in his regulation Navy dufflecoat. That wanderlust obviously stayed with him once he left the Navy, returned to civvy street and moved into the world of motor racing where, as mentioned earlier, he competed in many different European countries. JR started racing, i.e. putting his foot in the water, in 1962 driving a Mini Cooper to gain experience with the procedures of practice sessions and race days at windswept Snetterton, open straights at Silverstone, undulations of Brands Hatch and Oulton Park & the charming Castle Coombe circuit where the sun



always seemed to shine. The family well remembers him coming home one day after he finished last and was even beaten by a lady! In 1964 when he came across the opportunity to buy a special Lotus Elite, price tag Sterling 1,500 (25k in today's money), he thought that would be a suitable steppingstone into GT racing. He remembers the Lotus Elite not giving any trouble, either mechanically or from the suspension set up. It was obviously well built by Derek Bennett and well maintained by mechanic Tim, at Goss Racing. In 1967 JR moved on to race Chevron F1 cars. The subsequent owners in the UK continued to race the Elite putting thousands of miles on the clock.

Team Lotus at Le Mans in 1959, pic top left # 42 is Jim Clark's car coming in second, top right #41 won the 1200cc class and was 8th overall. Formula one and Indianapolis wins followed in years to come for Lotus. Below racing at Brands Hatch and Snetterton.



In the early 1980s the car was raced in the UK by an Australian, Roger Thomas, before it was shipped to Australia in 1983 and raced in Historic events throughout Australia by various owners. Then, after 40000 racing miles and getting very tired, Barry Gray bought the car in 1996 and restored it beautifully, which was a 2-year project, as a road car with registration number GT2. Barry's aim at the time was not to race the car, but to restore it for display, historic classic car events and sealed road competitive rallying. The restoration cost 9000 pounds for parts plus 2000 hours of labour.

The fully restored engine now fitted with SU carburettors and an exhaust system that was to original specification and road acceptable, was as impressive as ever with a distinctive but muted crackle from the exhaust system. The original race exhaust emerging just in front of the near side rear wheel enabled the car to be set much lower for the race track.

Here, the car is being rallied at the Adelaide Classic when it was owned by Barry. He won the 1600cc class in the 1200km Classic Adelaide Mountain Rallye and won the Classic section of the rally every year he entered. This Lotus appeared to have a charisma of its own, which all its owners willingly embraced. They seemed to become more competitive and ambitious to test their own capabilities against the performance of this very desirable car.

John Ralph in his trademark suit reunited with #1838 in 2004 - 40 years after he first bought it - when visiting with Richard Fewster in Adelaide. Photo taken by Richard Fewster who bought the car from Barry Gray and invited JR to reunite with the car in Australia. JR drove the car through the suburbs of Adelaide, bringing back many good memories, and fell in love with the car for a second time and asked for a first right of refusal if the car came up for sale.

#1838 exhibited at Ruston's Roses in Renmark, next to Richard Fewster's Lotus 6, the first Lotus to go to Australia.

There are 44 Elites in Australia. In 2017 they gathered in Sydney to celebrate the 60th anniversary

Since 2019, #1838 has been owned by Frank Foster in Tasmania. Still in superb condition. He bought the car from Richard Fewster. Frank doesn't race the Lotus but drives it purely for enjoyment on the great Tasmanian roads, which are one of the last bastions of driving for pleasure, while mainland Australia is crawling with speed cameras and police cars.

The car now has a fully trimmed interior. The weight of the trim and sound deadening treatment increases the roll factor, but not to the extent of affecting the inherent handling characteristics of the car.

Kurt, at 75 years old, calls his recently purchased Elite (CBU 1166) "The Rejuvenator"!



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[illegible]

A calendar page is shown, tilted slightly to the right. The days of the week are labeled at the top: SUNDAY, MONDAY, TUESDAY, WEDNESDAY, THURSDAY, and FRIDAY. The dates are arranged in a grid. A yellow car is partially visible in the foreground, overlapping the calendar grid. The car is shown from the side, with its front wheel and part of the body visible. The car is yellow and has black wheels. The background of the car image is dark. The calendar grid shows dates from 27 to 31. Some dates have small text next to them, such as "New Year's Eve" next to the 31st. The car is positioned in the lower half of the image, with its front end pointing towards the right. The calendar is a standard monthly calendar with a grid layout. The colors are bright and vibrant. The overall image has a clean, modern feel.

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Don't Miss Out!



SCCA Champion Seven!

by Greg Chima

Images © Greg Chime

I am very pleased to be able to write this article and share my experiences of being able to put the Lotus Marque on the top step of the F Production podium at this year's SCCA Run-Offs held at the venerable, and challenging Road America race track in Elkhart Lake, Wisconsin.

As most often is the case, it was not without many trials and tribulations, but then placing a Lotus first in the most prized amateur race in the US shouldn't be.

As those of you who race know, the 2020 race season was not an easy one, especially for those of us in the colder, northern parts of the US. The season's start was delayed and curtailed here due to COVID-19, and the result was that the few race weekends provided little seat-time or for car development.

2020 was also the third year since I returned to SCCA racing after a 12-year hiatus. During those 12 years I continued to race, but strictly in my vintage-spec Super 7. I also built my business (CC Motorsports, a prep shop that builds, services, and restores vintage race cars) but I really missed the more competitive aspects of SCCA racing. So, in early 2018 I purchased longtime friend, Austin Britton's 1965 S2 Lotus Super 7. Austin had good success in the Lotus over the previous 40 years and I knew that it had the potential to be a consistent front-runner despite being a 55-year-old race car competing against much more modern machinery. When I started SCCA racing in the early 1980's the Production car grids were populated by small British sports cars, but nearly 40 years later it is unusual to see more than three or four LBCs (Little British Cars) at a typical SCCA race weekend. And aside from spending my first few years of SCCA racing in a Datsun 1600 G Production roadster, I'd always raced some sort of LBC, so the F Production Lotus was a perfect fit.

The 2018 and 2019 race seasons showed the potential of the Lotus, with top four qualifying positions at those two Run-Offs (Virginia International Raceway '19 and at Sonoma '18), but reliability proved to be a real challenge throughout those seasons, with way more than my share of DNF's. For the non-racing Lotus readers, the Run-Offs are the SCCA year-end, winner-take-all event, that determines that year's National Champion in each class. The SCCA has, for years been known as the pinnacle of amateur racing in the U.S., and while qualifying for the Run-Offs has become much easier in recent years, winning the Run-Offs has not.

Knowing that in 2020 they were going to be run at Road America, a track with three long straights that typically favors horsepower over handling, I focused my efforts this year on finding as much straight-line speed as possible in the aerodynamically-challenged Super 7. The biggest change I made in that quest was to switch from

Goodyear bias-ply slicks with their much wider contact patch, and to replace them with Hoosier radial slicks. The slightly narrower radials help with both the aero, given that the Seven's front tires are exposed to the air, and also lower rolling resistance, but they do require more camber and higher spring rates to make them work properly. And, as you may know, original Sevens came with solid rear axles so finding a way to achieve the ideal three degrees of negative camber in the rear proved to be a big challenge.

Due to the limited racing opportunities this year, every weekend seemed to become more of a test weekend than race weekend. I did have a win at the Saturday Mid-Ohio Majors race in July, but DNF'ed the following day due to a broken valve spring. Despite all of the years of work and development on the 1500cc pre-crossflow Ford motor that is used in the 7, valve train problems had proven to be the weak link based on my own experience. In 2019 I'd ruined two motors due to valve failures (these proved to be metallurgical and heat treat problems), and even into 2020 we were still breaking valve springs on an all-too-regular basis. I knew from past experience at Road America that the final drive ratio I planned to run would require the motor to turn nearly 8500rpm three times per lap in order to achieve the 128-129mph speeds that the other, fastest FP cars were running. Knowing that, we sourced a new valve spring manufacturer that we hoped would solve the broken valve spring issue.



So, with only three race weekends on the car in 2020 and still lots of unknowns in terms of both handling/tires and motor reliability, we headed off to Road America the first weekend of October. I was reasonably optimistic knowing that most everyone else that I would be racing would have had limited seat time throughout the year as well. I signed up to do the Sunday test day that preceded the actual Run-Offs and despite the temperatures being barely 50 degrees, the day went reasonably well. I was on-track for four sessions and managed to get down to a 2:34.7s fastest lap without any mechanical issues with the car or motor (the good news), but the car had a very noticeable "push" through the long, sweeping right hand Carrousel leading on to the 3rd straight and that was obviously costing me lots of time (the bad news). Plus, I was sure that the 2:34 lap was very likely to barely crack the top 10 on the grid given that I expected the pole time to be in the region of 2min 31s.

The Run-Offs' format affords 3 days of qualifying (Tue/Wed/Thur) followed by a 45-minute race for each class over the course of a three-day weekend. The FP race was scheduled for Friday afternoon, which meant that the Super 7 would have to be in tip-top form for four consecutive days. The early October weather, which can be very unpredictable in Wisconsin, was forecast to be about perfect all week (60's and sunny - perfect racing conditions). The first two days of Qualifying went well, with the Seven ending up second fastest both days, first with a lap in the low 2:33s and then breaking into the 2:32s on Wednesday. I still had the push in the Carrousel, but I was pleased that I seemed to have a little more pace than the gaggle of seven or eight very fast Mazda Miata's, which were directly behind me on the grid. On the other hand, I was about half a second slower than the pole sitting Super 7 each of the

first two days. As I mentioned at the outset, Road America was not expected to be a great venue for seeing a Lotus 7 at the front of grid, but now we had two Lotus 7's occupying the front row which certainly raised some eyebrows.

In all fairness, to call the other Lotus just a "Super 7" would be a little misleading and a bit of a dis-service. Not only was it the most beautiful Lotus 7 that I had ever seen, but it was a work of engineering art that was unrivaled by any other Production race car I have ever seen. Every body panel was easily removable in order to better access the various mechanical components, and it had on-board air jacks, which facilitated the pre-heated tires to be removed from their warming blankets and put onto the car at the last moment on the false grid! It was meticulously built and engineered to the degree that it was seemingly more of an F1 car with "wings" as opposed to a Lotus 7. By comparison, my home-built, self-engineered, fifty-five-year-old "war horse" looked more like a "plow horse." In addition, the car was impeccably driven by Ethan Shippert who had grown up racing at Road America and is at least 30 years younger than me! But we were still close to him and "best of the rest."

But, after qualifying Wednesday a routine engine check revealed a 25% leak down in #2 cylinder. I had something bad going on with the valves in that cylinder with air leaking past both the intake and exhaust valves and that meant that the cylinder head needed to come off for service and this was definitely not part of the plan. With the head off and valves removed, it became obvious that the engine had ingested something into that cylinder because there was significant scoring on both of the valves and also on the valve seats. Thankfully, I had spare valves to install and after a significant

amount of lapping, the valve seats cleaned up fairly well.

Thursday qualifying was sure to be a shootout and with the motor back together and in better shape, I was hoping to find a little more speed. That proved to be the case as I found another 0.3 seconds and got down to a mid-2:32, but I also got bumped off the front row by Kevin Ruck's very fast Acura Integra, and had a whole slew of Miata's no less than a second behind me. I would be starting third, about 0.7-seconds off the pole and directly behind the other Lotus 7. Thankfully, other than the issue with the valves, the rest of the motor had proven to be really strong and capable of the 8500rpm that I was regularly seeing and the rest of the car had come through the week in good mechanical condition as well. It was time to go racing!

I had a brief conversation with Ethan on race morning and we both were definitely concerned about the Integra. It is a car that outweighs our Loti by more than 1000 pounds and with it's much larger motor and better aerodynamics was seeing at least 5 or 6mph more than we were on the long Road America straights. Plus, he was enjoying those extra miles-per-hour on all three straights, on every lap! It would be a real challenge to figure a way around that car if he was leading after the first few laps. I was really hoping to somehow get a good enough start to be in front of the Acura by the time we got to turn 5, the part of the track where the handling of the Lotus was superior. Unfortunately, that didn't prove to be the case. But I was still third at the end of the first lap, seemingly able to gap the Miata's, but not quite fast enough to stay with the other Lotus or the Integra.

Just as I was prepared to settle in for a long race, the other Lotus driver made an uncharacteristic error going into the very fast Turn 1. From my perspective, in an attempt to out-brake the Integra, he clipped the inside of the apex curbing a fraction too close, the car became very unsettled and then veered off the outside of the turn with sparks flying from underneath. I didn't know it at the time, but he had cut a tire, and from what I heard post-race, he broke a steering arm from the impact. His day was done, and I was now in second behind the Acura.

The next few laps were relatively uneventful with me trying desperately to hang onto the Integra while building a decent gap between myself and the chasing Miatas. At that point, finishing second at the Runoffs didn't seem to be such a bad result, but by mid-race the race had turned into a wild affair all around the race track. On the fifth or sixth lap I went through the extremely daunting, and flat-out Road America Kink and the car got VERY loose on me and I almost ended up in the wall. Was it something with the car, or something on the track? I didn't know. The next time through the kink there were waving yellow flags and the Miata that had qualified directly behind me in fourth had crashed hard into the inside wall, plus there was a MG Midget slightly farther up the road off to the inside of the track. The MG (go figure) had dropped oil which had caused me to nearly crash and the Miata to actually do so.

The track went full course yellow and out came the pace car. This was a good thing because the Integra had by the built about a five second lead over me. But by the same token, my six or seven second lead over the gaggle of Miata's directly behind me was similarly gone.

As we weaved back and forth behind the pace car, trying to keep heat in our tires, I noticed that defending National Champion Eric Prill's very fast red Miata was now directly behind me in third place. For those long-time Lotus racing fans out there, the name Eric Prill should be a familiar one because, like me,



he grew up in Northeast Ohio watching his father Paul race a Lotus 7 and then eventually raced that car himself for many years before going over to the "dark side" and switching to the first gen Miata around 10 years ago. I consider Eric a good friend and it had been a tough week for him, given his additional duties organizing the event as an SCCA Vice President, and he was certainly not accustomed to qualifying on the third row. But here he was, directly behind me and undoubtedly thinking of another win. I was just as concerned about his Miata behind me as I was about the Integra ahead of me.

After a lengthy cleanup, the green flag flew with five laps to go and despite my best efforts, I had nothing for the Integra. Within the first couple of laps he built a small lead over me but I'd done the same over Eric and the rest of the Miatas. Perhaps it would stay that way to the finish. And while I'd seen smoke coming from the Integra in the early laps, especially as he exited turn 6 and then drove through the fast, right-hand sweeper, turn 7, the smoke seemed to have subsided after the first few laps and I had no reason to suspect mechanical issues from his car. But then, exiting turn 7, with just over two laps to go, I saw a huge puff of smoke come from under the Integra and he pulled slowly off to the left of the track at the entrance to the Carrousel. I didn't know it at the time but he had blown up, with a huge hole in the side of his block.

I've always prided myself on the ability to keep my emotions in-check once the helmet goes on and to focus more on race strategy than driving at the absolute limit. For many racers this proves to be a difficult lesson to learn because it's very easy to let the red mist creep in during the heat of battle. I have to say that the last 2 laps of the race were probably the longest and most mentally challenging seven minutes that I've ever spent in a race car. The last thing I wanted to do now was to screw up and make a driving error while leading the Runoffs and make a total fool of myself! Plus, there were now yellow flags being shown at seemingly half of the corners on the track with late-race mechanical attrition taking its toll and the resultant oil and debris at various parts of the track. I didn't know it at the time but ultimately, nearly two-thirds of the field either crashed or had mechanical issues forcing them to retire. How much of a lead did I have and how cautious could I be and still end up winning? I was watching my mirrors as much as the track in front of me.

Finally, the checkered flag flew and it was over. My third National Championship and first in 18 years! The first was in an MG Midget, the second in an Elva Courier, and now in a Lotus 7. Pretty damn cool.



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magazine watch IN THE UK

by Foster Cooperstein

Images © Coterie Press

See the 10 March 2021 issue of Autocar for a 2-page Elise S2 buyer's guide. The S2 is much easier to live with and the suspension is upgraded with more compliant Bilstein shocks and larger wheels. The sills are lower than the original, the roof mechanism is easier to use, and the chassis revised. Unfortunately, the fiberglass composite absorbs water. The engine was a K-series then an upgraded version and in 2004 Toyota's VVTL engine was introduced and the K-series was dropped in favor of the Toyota. The earlier S2s had a slightly longer roof than later models. Among the things to check for are the head gasket and timing belt on K-series powered cars, the clutch on Toyota powered cars, the front upper wishbone pick-up points for galvanic corrosion where they attach to the chassis, the fit and alignment of the bodyshell, the AC because the jointed aluminum pipes can leak, and some early S2s had bonded floor mats and iron filings may corrode the aluminum floor. Barry Ely, who has sold Elises since 1996, says "the S2 is the best driver's car you can buy." Prices vary widely, depending upon mileage and condition. Early S2s with up to 45,000 miles sell for \$20,000-\$23,000; more powerful 2002-2005 cars cost between \$23,000-\$26,000; early 2004-2006 111Rs run between \$26,000-\$30,000; late model S2s and specials can cost between \$30,000-\$33,000 (all UK prices).

There's a test drive of the Elise Sport 240 Final Edition in the April CAR (8-pages). This Elise has been tweaked with 23 more horses from the standard Sport 220 from a revised ECU as well as slightly lighter 10 spoke forged alloy wheels. The steering wheel is revised, with a flatbottom and there's a new instrument cluster. The car weighs about 410 pounds more than the S1. Some of this is due to upgrades in safety equipment, some is due to 'creature comfort' upgrades like carpeting. This car is much faster than the S1 – more than a second quicker to 62mph. The car provides a superb ride on the trip's B roads. The tester writes: "Supple and communicative, every sensation of an uneven road is telegraphed straight through to your body, every movement of hands and feet gets an immediate response." The writer concludes: "This little car is a giant in our shared car culture, and this one is not only the last, it's arguably the best..."

As Lotus phases out the Exige, after 20 years, the tributes and histories begin. There's a pair of Exiges on the cover of the May issue of Octane, the first and the last, and inside a 13-page history of the cars. The car was developed in 18-months after Lotus began to raise the performance of the Elise. According to Lotus' Gavan Kershaw, Lotus wanted to get back into motorsport which led to the development of the Motorsport Elise in 1999. They wanted it to be like a little Group C car, not just an Elise on steroids. The demand for the car was so strong that they decided to build a road car version. While the car was derived from the Elise, and many Elise parts were used, there was little that wasn't changed. The front and rear clams were changed, adjustable Koni sports shocks were added, the anti-roll bar was enlarged and Yokohama developed a special tire. Because of the addition of throttle bodies, an emissions program was necessary. The car developed almost 200 pounds of down force at 100mph. The car's biggest weakness is the gearbox. Like the Elise, the five-speed box cable operated selector is somewhat vague due. 604 S1 Exiges were built. The S2 Exige, based on the S2 Elise, debuted in 2004. It was slightly larger, slightly heavier and powered by a new Toyota engine. The body panel manufacturing process changed to a higher quality process that resulted in lighter weight panels. Brake boosters and ABS were introduced as were some aero details. Production of the supercharged Exige S started the next year. 2017 brought the Exige S V6, an even bigger leap forward. The interior is more luxurious with lots of leather. This version was considerably more expensive than its predecessor. The chassis was the same but the wheelbase was increased and the track widened. This meant increased weight but the new car was much faster with a 3.8 second 0-60 and a top speed of 176mph. According to Kershaw "We'd messed about with V6s in Elises as developmental cars for years, ..., so we knew we could make it fit in."

There's a one-page obituary for Johnny Dumfries in the 15 March Autosport. Dumfries was the name he adopted to disguise his 'royalty' when he started racing (he was the 7th Marquess of Bute). He was the British F3 champion in 1984, Ayrton Senna's teammate at Team Lotus in 1986 and a Le Mans winner with Jaguar in 1988. His last drive was at Le Mans with Courage in 1991. He then developed his ancestral home, Mount Stuart, into a tourist attraction.

Also in the June Classic Cars Barn Finds section is the report about the remains of a pair of Lotus Elevens that were recently auctioned. At least one of them was raced by Terry Harrison under the Team Woodbine banner. He had an accident in the Eleven at Thruxton in 1975 and it has been sitting ever since. It is the more complete of the two Elevens. The second one is more of a pile of bits. The two sold for around \$50,000.

The Elise S2 VVT-1 is 12 cars branded "Painless Classics", also in the June Classic Cars (1-page). With an engine that is unbreakably reliable as long as properly serviced, bodywork that doesn't rust, the car is generally reliable. The one weak point is the chassis. The rubberized paint that separates the steel suspension and subframe members from the aluminium tub breaks down if the car is used hard, resulting in electrolytic corrosion where the dissimilar metals touch. Hard knicks can damage the tub, especially at the upper wishbone mounting points. Lotus doesn't approve repairs to the tub which means an accident may mean the car being totaled by the insurer. There are independent specialists who will repair a damaged chassis. Expect to spend between \$13,500 to \$20,000 (UK prices) for one.

The end page of the June issue of Classic Cars looks back 25 years and features the June 1996 issue of Car – featuring the Esprit V8 with a bright yellow on dominating the cover (1-page).

There's an 8-page article about the Evija in the May issue of Top Gear. Unlike any other electric vehicle to date, the Evija's batteries are directly behind the driver and passenger in a pyramid shaped pile. According to Gavin Kershaw, "we wanted the cockpit-forward feel of a Group C racer." Had they been in the traditional flat skateboard form, the seats would be higher as well as the roof. They also weigh less than those found in other similar vehicles. This meant a tradeoff in the usable range (215 miles) as well as the amount of track time (about 15 laps or 30 miles flat out). A 350kW recharge will take about 12 minutes. They're working on a 500kW recharge; that is expected to take less than 9 minutes. The battery shape and location mean that the car has a very low center of gravity (lower than an Evora) and that it rotates easily. The Top Gear reviewer was the first person to drive the Evija, outside of the Lotus folks. There are 5 driving modes; range, city, tour, sport and track. The car uses Brembo's top of the line carbon-ceramic brakes. The driver experienced much less inertia than he expected. There's little body roll and the chassis is balanced it feels like all four tires are working evenly. Currently the torque split is fixed at 25 front/75 rear. If you floor the pedal from a standing start you'd be amazed at the way the car keeps going without shifting, accelerating harder

the faster you go. There was a stripped-down next stage prototype on view. The tester “came prepared to be disappointed, ..., but left convinced that Lotus is on the brink of something special.”

Five Practical Classic writers pick a car they'd like to own, a very brief buying guide and the cheapest one that could be found. One of those picked is the original Elan. “[I]t's been distilled by Colin Chapman's genius”. Look out for fake Sprints, the chassis and the state of the twin-cam. They found a +2 restoration project for a bit under \$11,000. (1 page – May issue)

Back in the Dany Bahar Lotus days, Lotus produced the T125, the “ultimate track day” car based on the then current Lotus F1 car. It wasn't a successful program. The rights have been acquired by Rodin Cars and further developed it into the FZed track car and the FZero, claimed to be faster than current F1 cars, is under development. The FZed has been accepted into the European BOSS GP Racing Series (BOSS = big open single seaters). The current car uses the naturally aspirated 3.5-litre Cosworth V8 that was badged as Chevrolet for IRL competition from mid-2003. The FZero is being developed around a 4-litre V10 with twin turbos. It will have futuristic looking bodywork and much more downforce than a current F1 car. Rodin also plans to develop an all-electric version. See the March/April Race Engine Technology (6-pages).

See the April GP Racing for the first part of an ongoing series about Team Lotus and Formula 1. This installment covers 1957-1960 (7 pages). The F2 Lotus 12, the car with the ‘queerbox’ transmission, unveiled in 1956, wasn't successful. Beside the gearbox issues, half-shafts tended to twist and there were many chassis tube cracks. These last two problems were due to Chapman's obsession with low weight. Lotus hired Keith Duckworth in 1957 and his helped make the queerbox more reliable. In May 1958 at Silverstone, Graham Hill drove the prototype F1 Lotus 12 to an eighth-place finish while Cliff Allison drove the F2 version to sixth. Team Lotus first world championship start was at Monaco and Allison was again sixth. The Team introduced the 16, the ‘mini-Vanwall’ for the 1959 season. Graham Hill and Innes Ireland were the drivers. It was a difficult season, filled with dnfs. The high point was Hill's sixth at Monza. Chassis cracks were a continuing problem. 1960 saw the introduction of the F1 Lotus 18. Chapman said it was his first “true F1 car.” Len Terry came on board and helped stiffen the chassis. A feature of the car was the placement of the fuel tanks such that the whole fuel load was within the wheelbase, which stabilized handling and weight distribution. Ireland finished sixth at Argentina after leading the race, the first time a Lotus ever led a GP. Back in England Ireland won Lotus' first F2 race. Having lost twice to Ireland's F1 18, Stir-

ling Moss had team owner Rob Walker buy and 18 and drove it to the first F1 win by a Lotus at the 1959 Monaco GP. Then came Spa and a string of major accidents by Lotus drivers, including 3 deaths. The only bright spot at Spa was Jim Clark's F1 fifth in his second F1 race. To be continued.

The July/August issue of Absolute Lotus is out. There's an Evora, and Esprit and a 3-Eleven on the cover. This issue's featured articles include an Esprit S4 and Evora comparison, a pair of ‘Me and My Car’ columns one about a 3-Eleven and the other about a S1 Elise and S1 Exige. Other articles include one about an S1 Lotus Cortina, the Lotus 25, an Elite and Eclat buyer's guide, an Elan S1 racer, the 23's debut at the Nürburgring with Jim Clark and 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.

Lotus is developing a GT4 contender based on the new Emira. They have hired Ray Mallock Limited to work with them on the project and RML is already testing with a development car built on a Type 131 chassis with Evora bodywork. It is believed that the first phase of development has been completed and the project is waiting sign off from the Lotus board. According to a Lotus spokesperson: “We're not yet at the stage of signing off the programme, but naturally we are looking at what we can do in racing with the new car and whether we can replicate the success we had with the Evora in GT4.” It is believed that the Toyota V6 engine has run in supercharged form in the car that RML is developing. Autosport 15 April (1/2-page).

The Evija dominates the cover of the 28 April Autosport. Inside is a 6-page article about a test drive of a prototype around the Hethel test track. This version is limited to 1578bhp while the production car will have over 1972bhp and the top speed is limited to 140mph. It lacks the regenerative braking, active aerodynamics, active suspension and torque vectoring, as well as the stability control and traction control that the production car will have. The carbon-fibre tub weighs under 300 pounds. According to Gavan Kershaw, they want to get the basics right first to set a base line to build on. The individual motors that power each wheel are dwarfed by the battery pack that sits behind the passenger compartment. The Evija will forgo an electric steering vacuum pump because Kershaw isn't happy with the feel of it, instead relying on a hydraulic system. Once on the track the writer found that the car possesses typical Lotus traits. Despite its weight (twice as much as the original Elise, but still feels agile. There's lots of

space left on the track's straights, with the 140mph limiter, for the writer to wonder how quickly the car will go without it. A big issue with the Evija will be how long a driver will be able to flog the car on a track. Lotus expects an initial 250 mile WLTP rating but hard driving will greatly reduce that. Even with a quick recharge rate of 350kW you will spend a lot of a track day waiting for the batteries to recharge. Lotus has yet to sell out the 130 maximum run and acknowledge that they may not reach that target.

Matt Windle, the new Lotus CEO, is interviewed in the May CAR (6 pages). According to Windle “Lotus is a sleeping giant. We've got everything we need to be a [successful] car maker – we just needed the investment and strategy to bring it back to life.” The “new” Lotus, for the near term, will be built upon four vehicles: the hypercar – Evija; the V6 sports car – the Emira; the EV sportscar – Project LEVA; and lifestyle – SUV and 4-door cars. The Vision 80 10-year plan looks out to 2028 – Lotus' 80th anniversary. Lotus will not do any hybrids – they're going straight to electric. The Emira will use an upgraded Toyota V6 from the Evora as well as a high output lower capacity engine from a “very famous engine manufacturer”. It will be priced between a 911 and a Cayman but much closer to the Cayman. Being part of the Geely group allows Lotus access to Geely supplier base and will drive down Lotus' cost. Expect to see the Emira in early 2022. As to the Lotus SUV, Windle says “The aesthetics have to be right, it has to be desirable. It has to drive like a Lotus, even if there's more weight and it's bigger. There's no reason why you can't have best handling and dynamics.” The lifestyle cars, the SUV et al, will be built in China at the Geely factory in Wuhan. There's a page that shows the major changes to the Hethel campus.

Also in the May CAR is a 1-page opinion piece about Colin Chapman – particularly his ‘dark side’; is his being a “back-street salesman”. It points out the deals he made, such as the Lotus Cortina and Sunbeam Lotus, as well as other engineering deals, in order to fund Lotus car design and production. The author points out Chapman's purchase of Moonraker Marine which led to the development of the VARI process, used by Lotus to build the Esprit, Elite and Eclat/Excel body shells. While the writer's point may be that Chapman wasn't a saint, he appears to miss the mark by attempting to equate Chapman's (above board) business deals to his being less worthy creative genius. It is because he was a sharp business person that he was able to create the cars that he did. Chapman did do many things that would make people cringe, but not the things the writer mentions.



The Cross Country Elan That Did!

by Ross Robbins

Images © Ross Robbins

The whole concept of the Cross Country Elan germinated in the fall of 2020 in the midst of the Covid restrictions since planning it was a beacon of hope when hope was hard to find.

It turned out the doing of it was even better. I started with a plan to do a trip much as one would have done with a brand new Lotus Elan in 1965, using those roads that were available then and my trusty Road Atlas, doing about 350 miles per day based on seven hours of actual driving at 50 miles per hour average speed. So, in the spring of 2021, yet in the autumn of my car life, it became time for my Mega Drive. As you will see, in the blog at www.xcountryelan.com some days it was easy and some days I simply endured.

Rather than recap the entire trip here, I want to just reflect on some more general thoughts. My trip was to simply be an adventure, a stretch, and an exploration to do something somewhat grand in a time of malaise; sort of one man's act of hope. My wish is that by going as I did I will inspire others to stretch in their own sphere of interest - whatever that may be. I was told by a friend that he thought I was nuts and that I would never make it all the way. After the trip he told me he was glad he was only half right!

I was 36 days on the road out of 40 calendar days from April 11th to May 18th. Now that it is over I can reflect a bit on the adventure and achievement starting with some basic statistics about the trip in response to questions I have been asked and think might be asked:

- Total miles travelled – Using my odometer, and adjusting for error, I travelled 11,544 miles in 33 driving days for an average of almost exactly 350 miles per day or just what I estimated. There were three non-driving days; one for rest and two for repair of the rear suspension
- Total Fuel used - With less than perfect records, though I tried to enter every fill immediately, I used 385.8 gallons; a miles per gallon average of almost 30 at 29.923MPG for the whole trip. Some entries were from recall so it actually may be one or two tenths more or less. Not bad!
- Best Day – That's easy, the last one coming home through Colorado. There is a reason I chose to live here and the last day made it all very real...perfect temps, scenery, roads and friends.
- Worst Day – This one is easy too; driving from Death Valley to Goleta, CA through the

desert and the edge of Los Angeles in the horrible, aggressive traffic with no clutch. A distant second was the trip south from Madawaska, Maine in the cold and rain on awful Highway 11.

- Number of States touched – 34: Twenty three on the East loop; Eleven on the West.
- Number of Tickets or Police Encounters – Just one encounter, no tickets. I had a welcome from the Alma Police Chief arranged by my LOCO (Lotus Colorado) friends just to make me feel "special." Once they had their laugh, they escorted me to lunch via the Tarryall Road, one of the nicest drives in Colorado. It was the perfect ending to a long and sometimes lonely trip.
- Car Problems on the Road – Only four, of which two were serious and two were minor. 1. Needing fuel in rural Mississippi and getting enough to make it to the next town with a gas station, 2. The Rear Suspension replacement at RD Enterprises in Quakertown, PA (read blog posts 10-12 to get this whole story) 3. Clutch slave cylinder at JAE in Goleta, CA (read west blog posts 4 and 5 to get this whole story), and finally, 4. Brake Lights at Spencer Motorsport in Rohnert Park, CA, (read blog post west six to get this whole story).
- Weather Impacts – I was really fortunate to miss any major severe weather during the trip. I left home both times just after major storm systems had passed through and



found generally mild and dry weather across the whole country. Two exceptions were a heavy rain day in Jacksonville when I was off the road at friends, and the cold rainy weather in Maine and New York through Ohio neither of which affected me too badly. The weather out west was generally good except for the cold foggy mornings on Highway 1 and 101 along the Pacific. Once I got home safe in the garage, there were severe violent rainstorms across the south central states and major snow in Montana where I just had been. I was incredibly lucky, indeed!

- Percentage of Time with Top Down – 50% is a guess. Most of the eastern loop after Kansas I had the top up because of wind or rainy weather, or the cold in Maine, New Hampshire, and Vermont. I was top down most of the western loop except for crossing the Great Basin and Death Valley, the rain in Goleta and early morning on the last day.

- My condition afterwards – Wiped out! I clearly overestimated my endurance, but I'm grinning!

The variety of geography, geology and vegetation in the USA is simply amazing. The drive was never boring because there was always something of interest but more importantly, I learned what a wonderful community we have with the Lotus connection. People I only knew briefly from forums or from LOG have joined me for a drive segment or lunch, or guided me with suggestions or provided a place to stay and a meal. And, when I broke down, I had the most amazing support from our ever present angels at RD Enterprises and JAE to get me going again. These special little cars may be the connectors but the connection that binds is in the people who own and love them. What a blessing!

Now that I'm done I have mixed feelings: excitement at having achieved the goal and sadness that there is no more travel on this trip. Two questions I am most asked are: "Are you glad you did it?" and "Was it what you expected?" I am glad I did it, though it was a bigger deal than I thought it would be; 350 miles a day is fine for three or four days...it is too much for 36 days. My expectations were both dashed and exceeded. There were surprises and delights like

Deception Pass and disappointments like central Florida and Mississippi. On balance, there was far more wonderful than dreadful across the country and I met nice people wherever I went. This is a very big and diverse country in geography and density but a much more unified country in values than portrayed in the press. I think both these things surprised me.



I had thought it would be easier on me and the car than it was (though both of us made it home in decent shape) but I am really glad I did it. I found that what holds us back is usually overstated and what makes us go is frequently undervalued. Mark Twain said it best: "Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So, throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."

During the trip I had so much support for the charity I chose that we raised over \$21,700 for the kids. That was gratifying, too. And, finally, I feel truly blessed to have all the support and friendship that I have and to live in this wonderfully diverse and beautiful country. It was a true privilege to be able escape from the digital world successfully in an old, analog, Lotus.

Living the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro

The Lotus Owners Gathering is coming up in about 60 days and it will again be a part of my Living the Lotus Life. I go to LOG almost every year. It occurred to me that this will be my 31st LOG. There are always interesting Lotus cars to see at LOG.

At LOG 38, there was a Lotus 23 that parked next to me during the panoramic photo. I had only heard of this car as the parts were once owned by ex-Lotus, Ltd. President Dan Miller. It was nice to see it finished. At our last LOG, LOG 39 in New England, parked right in front of me was the GKN Lotus Europa with the Rover V8. I had never seen that car and it is something I always wanted to see in person. Sure, I looked at the GKN Europa for a bit but found myself spending more and more time just taking pictures and talking to people. I never really saw many of the other cars and it was on my way back home after LOG that I realized that I really come to LOG to see all my Lotus friends. And that is what makes Lotus special. I decided it was the Lotus friends that bring us to LOG every year.

About two weeks ago and we had our first LOONY breakfast since 2019. We had our second of the 2021 driving season yesterday. I got to thinking as I was sitting with everyone that it seemed to me even though it had been more time between LOONY breakfasts than ever before that I felt I had seen these Lotus owners just last week. Lotus friends are friends that even though you have not seen them in a while, when you get together it is like time has not really passed. To celebrate our long overdue LOONY breakfasts, we took a group photograph in front of all the cars.

However, one person was missing in that photo, and I felt I had to write something about it.

About thirty years ago, I was sitting at my desk in the basement. Back then, as well as today, all of the walls, desks and bookshelves were covered with Lotus. Joanne

had relegated all my Lotus pictures, awards, and memorabilia to the basement as it had started to take over the house. About the only Lotus things still on the first floor are a few Lotus models on the fireplace mantel and a picture of Joanne and I on the wall in the front hallway, me in my mechanics overalls the day on I cut the rear spring supports off my 1966 Series 2 Elan.

I am sitting at my desk and I hear Joanne coming down the stairs with some heavy footsteps joining hers. My wife walks in and says that a red Lotus Europa S2 just pulled into the driveway and the guy behind her was driving it. This Lotus Europa driver sticks out his hand to shake mine and says "Hi I am Dave Zimmerman, and I just bought a Lotus Europa S2 from Ralph at French Car Service (ex 1970s Lotus Dealer) and Ralph said I should look up Tony Vaccaro"

And so started a Caterham driver/co-driver friendship that lasted more than more than 30 years. For many years I made and sold a T-Shirt, and I know some of you own it, that says "LOTUS, One Ride Is Usually Enough for Most Passengers". For most it is either one ride results in you never wanting to ride with me again or I am tasked with the job of finding you a Lotus or a Caterham to buy. For David it was a little bit of both. Dave and I bonded immediately





with our love for Lotus. I drove all over the eastern part of North America in that Caterham with Dave riding shotgun. Our only LOG outside of the USA was LOG 20 in 2000 and of course Dave was my co-pilot. We loaded up the Caterham and headed to Ottawa Canada. We had a great driving adventure and a fine time at LOG 20. We came back on the backroads of Canada and northern New York. I took one of my favorite photos when we were waiting to take the ferry across the St. Lawrence Seaway.

The trip to LOG 22 in Wisconsin ended up being the one time that Dave bailed on me, literally. When trying to make time to catch the ferry across Lake Michigan, we did not stop when it started to downpour. We were getting soaked, and the Caterham was filling up with water. David had enough and jumped in fellow LOONY Joe Magee's Jetta. I had to give up my usual lead position and wave Dave Nagler's Esprit S4S by me. The rain was coming down so hard and from so many directions that I could no longer see the road. The on-coming headlights refracting through the rain on the inside and outside of the Caterham windshield made the windshield impossible to see through. I had to tailgate Dave's Esprits S4S's and follow his taillights. On the way back from that LOG, we decided to do the 7:00am LOG rally causing us to miss the ferry back across Lake Michigan. We decided to take a more southern route as to avoid the traffic in Chicago. Including the rally, we spent 23 straight hours in the Caterham and when we pulled into my driveway back home at 6:00am the next day Dave could not get out of the car. As Joanne was helping Dave out of the car, him struggling to stand up, he gave me a "look" and said "Tony, that is my last 7 drive". It was not Dave's last Lotus drive with me however as he joined me on

few more Elise adventures. It was not the prophecy of the words on my T-Shirt that stopped Dave riding shotgun with me, but it was his hips. He could get into the Elise, but he just could not get out of the Elise any longer. I was never able to find another friend like Dave to join me on my Lotus adventures. I really missed Dave's silence no matter how fast I drove.

Driving to LOGs and LOONY breakfasts in a Lotus is what I live for but having a great friend riding with you makes all of Lotus adventures so much more fun. David made my Living the Lotus Life a hell of a lot more enjoyable and words cannot express how much I will miss him.

Dave was about 15 years older than me. I bought my Elise new and I have owned it for 16 years. I joke that I calculate my age and years on this earth in "Lotus Cars". If I live as long as Dave, I figure I probably have one more Lotus car left in me. I don't know yet if it will be an Evora GT or and Emira, but I do know I will miss having David riding with me. Go easy my friend.

More than ever....

Drive Passionately
Live Life To The Fullest
Live the Lotus Life

Tony Vaccaro



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CARS FOR SALE

1973 Lotus Europa Special TC was bought from Speedell Motor Co. in Beaumont, Texas January 16, 1973 by my brother, now deceased. The original color of the car was Carnival Red (L05) and it was repainted the same color in the late 70's. The car has been in storage since 1986 in his garage. I inherited the car from him and have clear title. His intention was to restore to original condition. Car has been dis-



mantled down to the body on frame. All original parts are there plus numerous replacements and upgrades he purchased for the rebuild. Some examples of new parts include: front windshield, rosewood dash, decals, headlight bezels, chrome gas caps, (4) aluminum gas tanks, aluminum radiator, new carburetors, etc. Seats were professionally recovered to mimic factory original and 5 original wheels refurbished. Car is in SE Texas and is sold as is and where is. Have many pictures and car can be inspected. \$7500. Tel: 703-635-0873, rogerkcockrell@hotmail.com.

1969 Lotus 23 reimagined This is a one off car designed to be visually and technically complementary to create an amazing driving experience. Licensed for road use as Lotus Type 54 (sn. 54-1058) Constructed using only original Lotus components wherever possible including serial number matching customized, caged chassis, comprising of Europa Type 54 front section with original fiberglass structural box cockpit and incorporating Elan+2, Type 50 rear suspension. Elan+2 brakes all around. Comes with full size glass windshield and wiper and motor assembly. Motor is 9,000+rpm full race, dry sumped "Brian Hart" Lotus twin cam, mid-mounted ahead of a Hewland H4



hybrid transaxle. Original Lotus magnesium "wobbly" wheels are driven through CVs not donuts. Comes with assorted spares. Downsizing and regrettably will only have room for the other Lotus. Open to realistic offers north of \$45K U.S. Car is located one hour west of Toronto, Ontario. More pictures on club website or for drawings and more info please email to: lotus_paradise@hotmail.com

1995 Lotus Esprit S4 Calypso red over gold leather. C-Service and full engine refresh performed by RS Motorsports in April 2021. New Bridgestone tires installed September 2020. Rare Momo airbag delete steering wheel. Interior overall nice, some leather shrinkage on dash. Paintwork needs attention, spots of peeling clearcoat and a portion near the driver door is a slightly different red. Minor curb rash on stock OZ wheels, spare set of custom-made 17-inch



HRE wheels included. About 73,000 miles shown, but true mileage unknown. Engine replaced by previous owner. All service records and Lotus Certificate of Provenance included. Car located in Northern NJ. Clean Carfax report. Perfect driver-quality Esprit ready for someone who wants to pile on miles without worry! Asking \$27,500 or best offer. Contact: travis.okulski@gmail.com

1967 Lotus Elan S3 Recent body-off restoration, frame stripped, repaired, reinforced, powder coated. Body stripped, painted Audi metallic silver, Gurstenberger flares. Starbuck spun aluminum 13x7" wheels, Toyo Proxes 205/60R13 tires, Spax front shocks, Koni rears, CV joints. Original 1558cc engine now 1615cc, oversize valves, Norris cams, Weber 40DCOE-18 carbs, alternator, hi-torque starter, Pertronix, rev limiter, Facet fuel pump. New interior by Dan Miller, new red 1/4 tonneau & black top. Shift-light tach & GPS speedo in solid cherry dash. Email for complete history, specs, restoration photos, mod drawings, spares & manuals included (probably more than you want to know). \$50,000. Contact 2nd owner (>50 yrs): wjokon@yahoo.com 805-493-2494. CA

1970 Lotus Elan Convertible Convertible, BRG, new tires on powder coated wheels. New top, Windshield cracked. \$24K. Gary David, gdcomputer@aol.com, 216-272-5189

1991 Elan M100 Silver. 51K miles. PNM Big Brake Kit. Paint on front of car is fine, back of car is starting to peel clear coat. Car is located Buffalo NY.



\$9,500 or open to offers. Call for details. Only reason for selling that I need a car for business and the Elan just does not fit that need. Contact Tony Vaccaro, tvacc@lotusowners.com Tel: 716-861-1412

1973 Lotus Europa Twin-cam JPS 5-speed, Black with gold trim, original paint. 35K miles. Real JPS verified by Lotus with letter from Lotus archivist. Rugs and seats are out of car due to mold issue because car was flooded up to bottom of seats due to water pipe break over car. All mold has been killed off with ozone and car has been in my garage with my other cars for past 3 years. While under my lift, car above leaked brake fluid onto small area on left front fender and hood. Estimate of \$500 to fix. Motor turns fine with wrench on crankshaft nut. Don't know much more about it. Now includes new set of rugs. \$13,000 but open to offers. Pictures and personal inspection available. Car is in Buffalo NY in heated garage. Tony Vaccaro, tvacc@lotusowners.com 716-861-1412

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@netsecuritypro.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 performance. Kept covered in climate-controlled garage. I've



driven it 5,000 miles since. The restoration included everything, but the list is too long to include here!!! \$30K. Car is in Houston Texas Contact tbsmith@pobox.com or 832-415-69156.

2014 Caterham Roadsport 140

1.6 Sigma Ti-VCT with throttle body, 137bhp (270 spec). Type 9 5-speed gear box, and 3.61 standard Sierra diff (these are lighter than the current 270 spec), S3 chassis, standard floors, Ballistic Orange paint, Black Pack, road suspension, KN Panasport with Avon ZT3s. 3-point inertia reel belts, leather seats, heater, Moto Lita steering wheel, carbon sill and wing protectors. Full weather gear (heated windscreen, sidescreens, hood) Soft Bits For Sevens half hood with driver's side zip out panel. Clean Colorado



title and registration. One owner from new, with *extensive* records and documentation. This Roadsport 140 (equal to a current 270 spec) \$37,500.00 Sorted. Fantastic condition, ready for the road. Contact Ross on lotusross@comcast.net

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

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