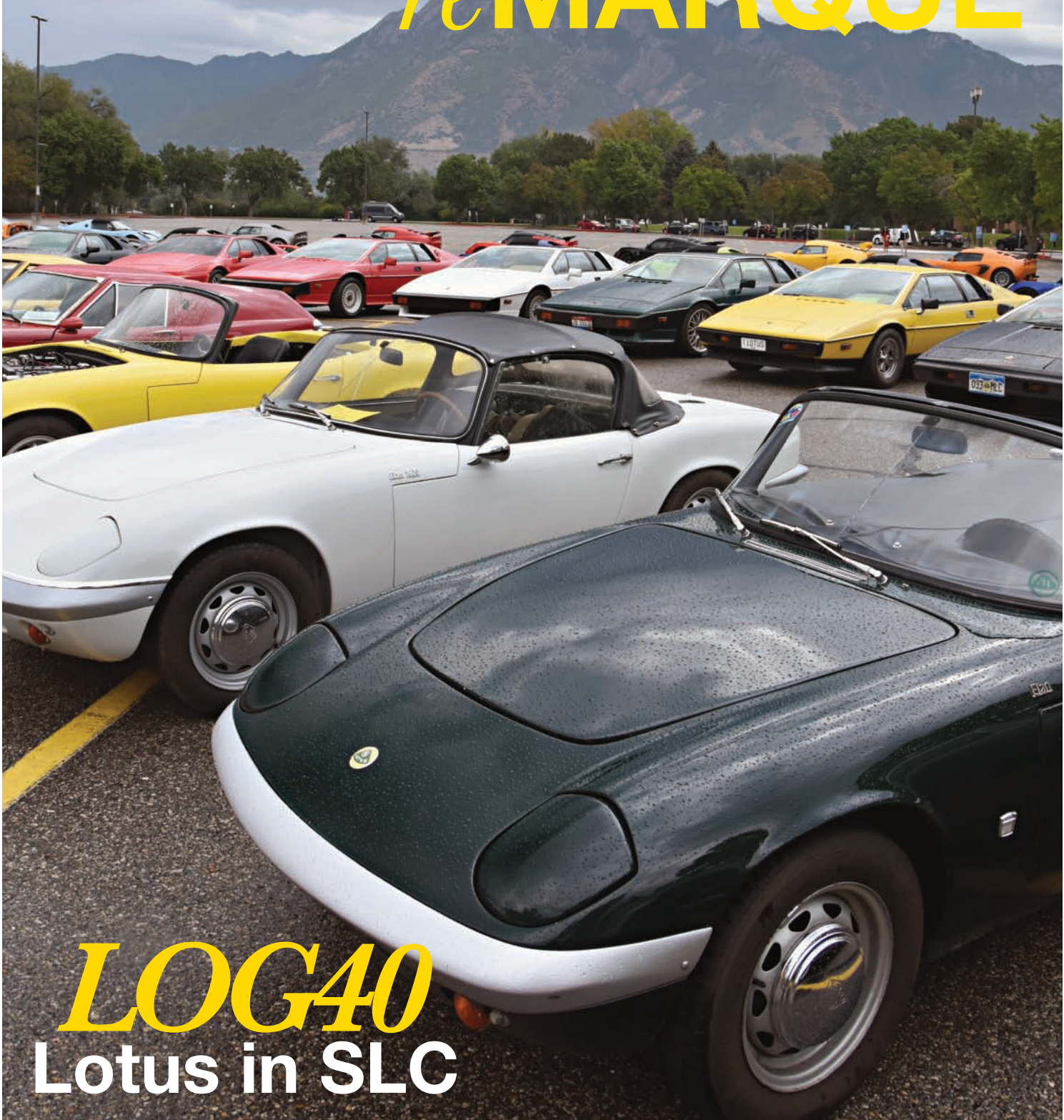


LOTUS



49/5

reMARQUE



LOG40
Lotus in SLC

November-December 2021, Volume 49, No.5, \$7.50

The Official Publication of Lotus, Ltd.



LOTUS NORTH JERSEY



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LOTUS reMARQUE

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



PRESIDENT'S MESSAGE

There is no other way to start this month's President's message other than to say that the Lotus world lost one of the most influential people in the world of Lotus with the passing of Arnie Johnson. For those that are new to the Lotus world, or for those that did not know him, Arnie was the heart and soul of Lotus on the North American continent. It is unarguable that if it was not for Arnie, there would not be an Elise, Exige or Evora in North America. I would have to make a very solid argument that without Arnie, Lotus would not have continued as a car company in North America.

Lotus, Ltd. owes a huge debt to Arnie Johnson. He supported our club through the many ups and downs of Lotus here in the USA. He was always there with LOG sponsorship, and I don't recall any LOG that Arnie did not attend. Always with a smile, a helping hand (especially for Esprit owners), there was Arnie talking cars and talking Lotus. I can say with assurance that he will never be replaced! Go in peace Arnie!

Lotus Owners Gathering 40 has come and gone. Another LOG is in the books! A great time was had by all, and I have a feeling Salt Lake City will never be the same again. There be Lotus in those hills and I think that presence out in Utah will continue to grow! I would like to thank Rich Sheya, Diane Sheya, Brad Rockwell, Brian Elkins and the rest of the LOG 40 crew for putting on a wonderful LOG.

Lotus Owners Gathering 41 will be held September 9-12, 2022. The location is the Canaan Valley Resort and Conference Center in Davis, West Virginia. Our host Lotus, Ltd. affiliate is DC Chapter. Chairman of the event is Phil Mitchell. Located elsewhere in this issue of ReMarque is more information about LOG 41 and how to reserve rooms.

We are entertaining proposals for LOG 42 from any affiliate Lotus, Ltd. group that thinks they would like to host a LOG. From personal experience, putting together a Lotus Owners Gathering is one of most satisfying things I have ever done and the friends I made while organizing our first LOONY LOG back in 1987 are some of my best friends today. Hosting and planning a LOG is such a bonding experience that friends made while doing it end up being life-long friends.

We have had to cancel our Performance Driver Education Day at Watkins Glen for the past two years due to the Covid-19 pandemic. We have been holding it in June, around the middle of the month. This was due to our day always being the day before the SCCA Nationals at Watkins Glen. This year the SCCA has moved their date to the first weekend in June, so our date has been moved to Wednesday June 1, 2022. I would like feedback on the acceptability of the new date from our members that have participated in this day and those that think they would like to participate. It is a wonderful day at one of the great road courses in North America. Would you be interested in joining us? The cost is \$350 per driver. We also plan to include the Performance Driver Experience. At a cost of \$100 you get a session with an instructor driving your car in the morning, and in the afternoon, you take the wheel with an instructor showing you the correct line and braking points, all at highway speeds. Driving at highway speeds, this event is meant to give you a sense of what a full day of Performance Driver Education would be like and to see if you would be interested in participating in at future Performance Driver Education Day.

I would like to wish all of our members a wonderful holiday season. It won't be too long before spring is here and the Lotus Emira deliveries start to hit the dealerships. I can't wait.

Tony Vaccaro
President, Lotus, Ltd.

Cover Image: Saturday Concours and Car Show at LOG40, Image © William Taylor

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 (ALOOFF) - 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, ntlcderek@gmail.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 coterield@aol.com

Amalgamated Lotus Owners of Kansas City

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

North Texas Lotus Club (NTLC)

Monthly meetings third Tuesday of every month, 7:00pm at The Londoner, 14930 Midway Rd, Addison, TX 75001. For info contact Ethan Chiffrieller 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 2019. 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 became the Summer Stress Reliever in August. See more details of PALS events 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. In addition to our monthly Meet & Drives, the LLG likes to support other groups and events. Thank you to all who participated in our first annual Sadie Hawkins Drive®; by ALL accounts it was a complete success. If you have not already, take a look at the compilation of photos shot throughout the day including our foggy Lime Rock arrival, the guided tour of the Innisfree Gardens and the wine tasting at The Millbrook Winery. A quick note on the wine tasting. LLG would like to thank Dr. Bennett Stein (Esprit and Europa owner) for graciously hosting the private-tent wine degustation and spending time sharing some of his Lotus lore with us. Annette, the Sadie Hawkins Prime Motivator, would like to thank all who contributed to the drive and photo-share especially Francisca Secor, Krista Benson and Robert Prescott Walker. You may find the most current album here: <https://www.amazon.com/photos/groups/share/zdXyuXBRQ2-iLNvoaRwIDw.mipH6ORq5IcjzZ-qRSqwhL>

LOG 41 Announcement

The 41st annual Lotus Owners Gathering (LOG), being dubbed “Lotus in the Valley” will be held from Friday, September 9th through Sunday, September 11th 2022 at the Canaan Valley Resort & Conference Center in West Virginia.

A state park nestled in the highest valley east of the Mississippi River, the resort provides the perfect destination for LOG41, scenic car drives and a host of other activities. Canaan Valley Resort is only a few hours' drive from Pittsburgh, Pennsylvania, as well as the Washington, D.C. and Northern Virginia metro areas.

Standard rooms have been negotiated at a price of \$109 per night plus 12% tax. A link to register and details on the resort can be found at www.canaanresort.com.

The Washington, DC Chapter of Lotus, Ltd. hopes to see you there!



Arnie Johnson 1947-2021

Shortly before LOG40 in Salt Lake City we were saddened to hear the news that Arnie Johnson, former Chief Executive Officer of Lotus Cars USA had passed away.

Arnie started with Lotus East in Millerton, NY in 1971, one of the five Lotus distributors. He was involved in dealer tech training, warranty work, worked on a lot of Europas, and helped prepare race cars including Type 51s and 61s. Lime Rock was just a few miles away so there was always plenty to keep him busy.

In 1979 the Lotus bought out the distributors and in March of that year Arnie moved to work for Lotus North America in Costa Mesa, CA. In November Rolls Royce signed to distribute Lotus in the US.

With Rolls Royce getting involved with Lotus in a big way, Arnie moved again, to RR headquarters in Lyndhurst, NJ, where he met his wife, Cathy, who was distribution manager for Rolls Royce.

In 1983 he was working with Lotus Performance Cars, the partnership that became the US distributor for Lotus Cars. This would become Lotus Cars USA, which was again bought by the factory and then was sold to General Motors after they bought Lotus in 1986. Arnie moved again in 1988 when their

headquarters moved from New Jersey to Atlanta, Georgia.

Arnie was Vice President of LCU until Chris Knight made him CEO in 1997 and was hugely instrumental in bringing the Elise to the USA in 2005.



Arnie Johnson

An appreciation by Dave Simkin

Images © William Taylor

Arnie was born July 22nd 1947 and passed away on Thursday August 26th at 10:41am. As you know Arnie was globally known, admired and respected in the Lotus community. The flag at Hethel flew at half mast in his honour when he passed.

Arnie was with Lotus for over 42 years and I always remember him telling me that the last conversation he had with Mr. Chapman ended with Mr. Chapman saying to Arnie "Look after the USA for me." I can honestly say that Arnie and everyone at LCU (past and Present) lived by those words and still to this day the team at LCU still work hard to do Mr. Chapman proud.

Arnie was instrumental in extending the Esprit production run so we could continue to have cars to sell in the USA and along with Roger Becker he was the driving force to get the Elise into the USA. Arnie purchased a Toyota Celica GTS through LCU and shipped it over to Hethel (he almost got into trouble for it, but decided to ask for forgiveness instead of permission) so work could begin on producing a Federal Elise. Roger secured the powertrain through Toyota and the rest is history.

I have known Arnie for 40 plus years he was one of my closest and best friends. I don't have to tell anyone who reads this publication that he was the genuine, kind hearted person I have had the pleasure to call a friend. We had a small team at LCU but everyone of us would do anything for that man because we knew he wouldn't ask us to do anything he wouldn't do himself.

Whenever I would visit Atlanta for work I was always invited to spend time with Arnie and his family either for dinner, attending one of his daughters softball games or just hanging out tinkering with one of his John Deere tractors on his driveway. When Arnie was out West he would always take time to try and get to one of my son's baseball games. He was with me at the LA Auto show the day my grandson was born and we left the auto show and he came with me to see him and my daughter. On the way to the hospital he said to me "we should name him Bob, because he will never write it backwards" (his real name is Elijah but Arnie always called him Bob).

Anyone who has attended a LOG with Arnie knows he would love to mill around the parking lot looking at and working on all the cars there and was always available to just talk and answer questions about anything Lotus.

I was lucky enough to have Arnie as my boss for a big portion of my time here at Lotus and even now when I have a situation that needs handling I always stop and think "what would AJ do?"

Thanks Arnie and Godspeed my friend.



Lotus, Ltd. Board Request for Nominations

It is election time again! Lotus, Ltd. is requesting nominations for the following 4 positions:

- Vice President
- Recording Secretary
- Director at Large
- Director at Large

Duties of the Vice President: in the absence of the president or in the case of death, resignation or inability to act by the president, the vice president shall perform all of the duties within the province of the president. The vice president shall also have such other powers and duties as customarily belong to the office of vice president or as may be designated from time to time by the Board.

Duties of the Recording Secretary: The recording secretary shall record complete minutes of all proceedings and votes of the meetings of the Board or the Members.

Directors: Shall have such powers as may be

designated from time to time by the Board. These two director positions will be primarily tasked to liaison with the local affiliate Presidents. Shall also conduct periodic zoom meetings to foster greater communication between the local affiliates and interaction with the national Board.

All positions are for two years. Approximately half of the board will be up for election every year. All nominations should be sent to info@lotusltd.com. Nominations will close November 30, 2021.

Voting will take place on the club website between December 17th and December 31, 2021.

All correspondence regarding this election, voting, and results will be done by E-Blast to your email address on file with Lotus, Ltd. If you do not have your email address on file with Lotus Ltd., please provide your email address by sending it to info@lotusltd.com.

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The 2022 Lotus, Ltd. Calendar

IS AVAILABLE AND READY TO HANG TODAY !!!

The 2022 Lotus, Ltd. Calendar has been printed and is available to order today for immediate delivery!

Every year Lotus owners come together to celebrate their favorite marque and friendships at the Lotus Owners Gathering. This bond of friendship is what brings us together each year, and many of us count down the days until we get to see each other again.

The first ever Lotus, Ltd. calendar for 2021 was a huge success so the Lotus, Ltd. board has decided to do the same again! The 2022 calendar will cover the 15-months from December 2021 through to February 2023.

The cover and each of the 15 months feature 17 stunning images of club members' cars that were sent in during 2021. The final page of the calendar has images of all the cars that came close but unfortunately didn't make the main pages. Each month opens up to a full 12x18-inches and shows the car image as well as the month.

This is a calendar to be used, and although there are no upcoming 'events' listed by date (we're sure you can understand why) except LOG 41 of course, which we know will go ahead, each day has ample space to write in what is happening in your world. Public Holidays and Important dates that aren't subject to change have been listed, as well as an increased number of significant Lotus Anniversaries that we thought you might like to know about.

You can order now for delivery in plenty of time to start using the calendar on December 1st, or to hide away for a Christmas present for all your friends and family who will simply love it.

You can order from the Lotus, Ltd. website at lotusltd.com or from the Coterie Press website at www.coteriepress.com. **Please be aware that as with last year, 100% of the sales value of each calendar sold through Coterie Press will go to Lotus, Ltd.**



2005 LOTUS Elise

Owner Donald Henry tells us about his Elise. After receiving the car from the previous owner on 12/21/04, he immediately fell in love with it. He had been looking for a car that was fun to drive and had a lot of character. He found it in the form of a silver Lotus Elise. He had been looking for a car that was fun to drive and had a lot of character. He found it in the form of a silver Lotus Elise. He had been looking for a car that was fun to drive and had a lot of character. He found it in the form of a silver Lotus Elise.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
28	29	30	1	2	3
5	6	7	8	9	10
12	13	14	15	16	17
19	20	21	22	23	24
26	27	28	29	30	31

DECEMBER 2021



1963 LOTUS Seven Cosworth

Owner Robert Cates tells us about his Lotus Seven. He has owned the car since 1975 and it has been a joy to drive ever since. He has used it for everything from daily commuting to weekend racing. He has used it for everything from daily commuting to weekend racing. He has used it for everything from daily commuting to weekend racing.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

AUGUST



1954 LOTUS Mark VI

Owner Tom Cates tells us about his Lotus Mark VI. He has owned the car since 1975 and it has been a joy to drive ever since. He has used it for everything from daily commuting to weekend racing. He has used it for everything from daily commuting to weekend racing.

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
25	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

OCTOBER 2022



Doug Miller - 2008 Elise SC California

Kurt Furger - 1999 Elise

Carl & Gail Parker - 2011 Elise S Heritage Edition

Nate & Tara Camp - 2008 Elise SC

William Taylor - 1987 Lotus Cortina MK2

David Taylor - 1961 Elise

Robert Price - 2001 Sport 12 Elise SC

Robert Cates - 2011 Elise S and 2007 Elise



and...honorab
mentions

Lotus USA would like to thank the members of all the Lotus clubs who submitted photos for the 2022 calendar. The calendar was conceived, designed and produced by Lotus USA. For more information contact Lotus USA, the largest Lotus Car Club in North America, or join the club, go to our website at www.lotususa.com

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Lotus Technology

Global HQ established in China as future Lotus EV product plan unveiled

- Global 'intelligent technology' subsidiary of Group Lotus launched
- Will accelerate innovation and oversee manufacture of exciting new Lotus lifestyle models for global markets
- Four new electric models from Lotus in next five years – including all-new electric sports car in 2026
- Lotus SUV – the Type 132 – will be first, launching in 2022
- All-new factory operational in China later this year, Lotus Technology HQ opening in 2024

Lotus Technology officially launched its global headquarters with a 'breaking-ground' ceremony in Wuhan, China on August 31st 2021.

Lotus Technology is a new division of Group Lotus, a global 'intelligent technology' subsidiary which augments the brand's DNA and technology accumulated over the 73 years that Lotus has existed. Its role is to accelerate innovation in the fields of batteries and energy management, electric motors, electronic control systems, intelligent driving, intelligent manufacturing and more.

The new Lotus Technology headquarters will be completed in 2024. An all-new Lotus factory, to manufacture Lotus electric vehicles for global markets, will open later this year.

Eric Li, Chairman of Geely Holding Group, and Feng Qingfeng, CEO of Group Lotus, attended the event. They were joined by Li Bin, founder of NIO, who is an investor in Lotus Technology. They revealed top level details of the Lotus product plan for the next five years, developed jointly by Lotus Technology and the highly experienced Lotus team in the UK.

In 2022, Lotus will debut an E-segment SUV codenamed Type 132. It will be followed in 2023 by an E-segment four-door coupe, Type 133, and in 2025 by Type 134, a new D-segment SUV. This trio will be joined in 2026 by an all-new electric sports car, Type 135. The new models are in addition to the Evija all-electric hypercar and the Emira, the last petrol-powered sports car from Lotus, which will both be built at Hethel, UK.

In the field of intelligent drive, Lotus unveiled the concept of 'track-level intelligent drive' as a 10-year technological development target. The new technology's aim is to assist drivers to perform as well as an F1 driver on track, while increasing driver safety and improving performance on the road through advanced software and hardware. The result is a more rewarding and reassuring experience in any environment.

The development of the brand's new premium lifestyle vehicles will take place on the Lotus Premium architecture, one of the four new vehicle platforms announced at the Driving Tomorrow global strategy conference in April.



The Premium architecture supports a wheelbase range from 2,889mm-3,100mm and could be further expanded in the future. It supports the development of all types of passenger vehicles from C+ to E segments. Using 92-120kWh batteries, it is compatible with the industry's most advanced 800-volt high-speed EV charging system. Products developed on this platform will be capable of 0-100km/h acceleration in under three seconds. Vision80 is the ongoing strategic plan which outlines the transformation of Lotus ahead of its 80th birthday in 2028. The establishment of Lotus Technology marks a crucial step on that journey of global expansion, and on the road to an intelligent and electric future. In the era of intelligent electric mobility, Lotus will once again set the standard for performance, redefining the relationship between man and vehicle, and help the global automotive industry in accelerating the pace of its transformation.

The new Lotus manufacturing plant in Wuhan will open later this year, complementing existing UK sports car manufacturing and performance facilities in Hethel and Norwich. It is being built with the world's most advanced manufacturing technologies to become a global centre of excellence for Lotus' premium lifestyle models. Covering an area of over 1 million m² with an investment of over 8 billion RMB (£900m), the plant has the capacity to ramp up to production of 150,000 vehicles a year.

The new Lotus plant is the first in the world with an integrated intelligent test track. It features an advanced system whereby vehicles can be transported into workshops using autonomous driving technology without any human intervention. It is designed to accommodate vehicles driving at speeds up to 140mph (230km/h) through 16 corners.

Working hand in hand, China-based Lotus Technology and the UK-based Lotus team are at the core of Group Lotus' future development strategy. Lotus in the UK will be responsible for the development and production of sports cars and the Evija electric hypercar, as well as co-ordinating global sales for the Lotus brand. Lotus Technology in China will be responsible for integrating a new generation of lifestyle products, bringing together China's EV and manufacturing specialisms, UK's design and advanced performance centres and Germany-based R&D resources (Lotus Technology Innovation Centre, Raunheim), as well as the global development and production of premium intelligent drive technologies. Together the China and UK teams will empower Group Lotus' transformation towards an expanded, intelligent and electric future.

Feng Qingfeng, CEO, Group Lotus, commented: "This is an important day in the transformation of the Lotus business and brand. Lotus Technology will accelerate the innovation which has always been at the heart of the business. Together the China and UK teams will empower our journey towards an expanded, intelligent and electric future, achieving the ambitions and goals that have been in the making for 73 years of the Lotus brand."



Lotus

Named ‘Manufacturer of the Year’ at prestigious News UK Motor Awards

- Lotus wins national award, voted for by The Times, Sunday Times, The Sun and Driving.co.uk
- Lotus commended for “impressive additions to its range and pioneering exciting new product development”
- Judges commented: “The Evija and Emira are simply sensational... the future is bright”
- Award collected at London ceremony by Lotus Design Director Russell Carr

The future is bright for one of the world’s most iconic car brands” – the words of Rob Gill, Motors Editor at The Sun, as Lotus was honoured as ‘Manufacturer of the Year’ at the News UK Motor Awards 2021.

The prestigious award was presented by respected political journalist and Times Radio presenter John Pienaar at an exclusive ceremony, and collected on behalf of Lotus by Design Director Russell Carr.

The judges included a number of highly respected motoring writers and commentators. Together they felt Lotus was a worthy winner as it has... “continued to up its game in the last 12 months, making impressive additions to its range and pioneering exciting new product development”.

On behalf of the judges, Rob Gill commented: “We are starting to see the first harvest from Geely’s huge investment in Lotus and, wow, the Evija and Emira are simply sensational. The Evija is the perfect blend of art and science, the Emira is a shrink-wrapped supercar, and the transformation of the historic Hethel HQ will warm the heart of every true car fan.”

He concluded: “The workforce has doubled to 1,700 people, Delia Smith is running the kitchen, and the famous old fountains have been switched back on again. The future is bright for one of the world’s most iconic car brands.” Matt Windle, Managing Director, Lotus, said: “This is a massive honour for Lotus, and a tribute to everyone working tirelessly at our facilities all round the world to transform our business and brand. That transformation got underway with the launch of the world’s first British electric hypercar – the Evija – and was followed by its younger sibling – the Emira – revealed in July to a

reception that’s been nothing less than sensational. Things are moving fast at Lotus, so watch this space – there is so much more to come.”

Collecting the award, Russell Carr commented: “Rob Gill’s reaction when he visited Hethel recently suggested we are doing something right – he seemed very impressed with all we have achieved, from the new design language on our cars to the refurbishment of the site. I didn’t expect it to lead to this wonderful award, but we’re very honoured and proud that all the hard work and achievements of Lotus in the last couple of years have been recognised in this way.”

The Motor Awards is in its fourth year and brings together the collective expertise and audiences of The Times, The Sunday Times, The Sun, Driving.co.uk and talkSPORT. Rob Walsh, Automotive Director, News UK, commented: “Motors is a cherished subject here at News UK, a love shared by our editorial teams and our readers and listeners. The ambition is therefore to celebrate motoring best in class and support the automotive industry during challenging economic times.”



Peter Horbury appointed Senior Vice President of Design, Group Lotus

On September 6th, 2021 Group Lotus announced that Peter Horbury had been appointed Senior Vice President of Design.

Commenting on Peter’s appointment, Group Lotus CEO Feng Qingfeng said: “Peter Horbury is a globally renowned designer and I am very proud to have him on the Lotus team. In his role he assumes global oversight for design across the broadening Lotus portfolio covering both cars and the Engineering consultancy. Peter is a hugely valuable advocate for Lotus, working alongside me at the highest levels within Geely. Russell Carr continues his great work as Design Director, working alongside Ben Payne as head of a new Lotus studio in Coventry UK – together leading the global Lotus design language into a very exciting future led by Peter and an expanding international team of designers.”

Matt Windle, Managing Director, Lotus Cars, added: “Peter Horbury has been a fantastic advocate for Lotus since we became part of the Geely family. We’re looking forward to working closely together to deliver a new generation of cars to the world – retaining the famous Lotus magic, but with broader horizons and appeal than ever before.”

Peter Horbury said: “Ever since I visited Hethel after Lotus’ acquisition in 2017, I have watched very fondly as the Vision80 plan has started to come to fruition. I am delighted to now have the opportunity to further support that vision, working closely with the team to deliver a new generation of global Lotus products and to expand the Lotus design network around the world.”



1969 Indianapolis
Lotus Type 64
in Lotus Formula
1, with the third
place to Jim
McGee.

to the pole, and in
the out-qualified
was that quick."

in a heavy Turn 4
led on the Lotus.
his face, but the car
were withdrawn and
led to his backup
date with destiny.



1963
Lotus
Type 27



club news

Barber Vintage

On August 28th Lotus, Ltd. Southeast and the Alabama Lotus Car Club were invited to the Barber Vintage Motorsports Museum for a private tour.

For those not familiar the Barber Vintage Motorsport Museum, located in Leeds Alabama just outside of Birmingham, is an amazing museum housing over 1,000 motorcycles on display as well as 64 Lotus street and race cars, the largest Lotus collection in the world. The museum is located on the grounds of the Barber Motorsports Park which features a thrilling, technical 2.38 mile road course. Some of you may be familiar with the motorsports park as it

was the host location for LOG 24, LOG 29, & LOG 37. The Lotus collection includes everything from the earliest trials models to the last Formula One cars and everything in between. One of the latest additions is a collection of over 1,000 Lotus scale models cars in every scale you can imagine. Clive Chapman of Classic Team Lotus has even contributed some of his father's things to the museum collection, including the motorcycle



1960
Lotus
Type 18

Words & Images by Mick Opalak

used by his father as a pit bike for many years.

The tour was led by Lee Clark, who has been with the museum for 28 years. Lee is responsible for finding, gathering, and restoring all of the automobiles in the collection. Many of you may recognize Lee as he has attended many LOGs on behalf of the museum. The tour started, of course, with the Lotus collection as Lee walked us through the stories and history of each model on display. Many are barn finds and purchased from the original owners. Next Lee took us to the basement restoration facilities which are not open to the

public. Here even more cars are on display. Lee took us through the various shops where parts can be repaired or even fabricated if necessary to bring the cars back to their original condition. The icing on the cake of this tour was when Lee led our group out onto the track in our own cars for several paced laps.

I urge everyone to visit the Barber Motorsports Park if you have the opportunity. It is a beautiful, immaculately kept facility and the Vintage Motorsport Museum should be on the bucket list of any Lotus aficionado.



club news Barber Visit

Images © Mick Opalak





1969

Type 64

IndyCar

Probably the most technically impressive car on display at the Barber Vintage Motorsports Museum is one of only four, 4WD Type 64 Lotus Indycars built and one of the three that still exists. Author William Taylor tells us a little about the Indy challenger from Norfolk that was driven by Mario Andretti in testing prior to the 1969 event.

New regulations introduced by USAC regarding turbine applications and, initially at least, four wheel-drive, prompted Lotus and STP to review their options for the 1969 Indianapolis 500 and design the most powerful Lotus ever, the Type 64.

With the effective exclusion of the gas turbine cars by air inlet restriction limits, Colin Chapman proposed a conventional rear-engined V8 layout but with the engine and gearbox reversed to accommodate 4-wheel drive, which would not be outlawed at Indy until 1970. Four-wheel drive cars, however, were limited to maximum rim widths of ten inches at both front and rear – conventionally driven cars were allowed to run to fourteen. The resulting Type 64, known also as the STP-Oil Treatment Special, was shown to the press in late March 1969 before being flown out to the US for testing with Mario Andretti. Along with the regular Team Lotus Formula 1 drivers, Hill and Rindt the press were told, Andretti would drive the new car at that year's Brickyard event.

Its new monocoque was fabricated of 16swg aluminium sheet with the all-wheel transmission system, Hewland gearbox and suspension set-up very similar to that of the preceding Type 63 F1 car.

Ford provided the motive power with a Garrett turbocharged quad-cam V8 unit, with a projected output of 750bhp. This proved to be a profound underestimate, and when the engines were delivered to Hethel, it was discovered that some 1025bhp had regularly been seen on the dynamometer. There was a three second lag on

the turbo though, and it was said that 500 horsepower came within a 500rpm powerband! On the Hethel test track, Chief mechanic Arthur Birchall found it almost impossible to control the power. He reported a terrible vibration which was discovered to be caused by all four wheels spinning every time the power was applied. After the first tests conducted in the USA, a large ducktail spoiler was added to keep the

rear down, at speeds likely to be in excess of 200mph.

Three race cars and one spare were built, one being assigned to Andretti the other two to Hill and Rindt. Both Hill and Rindt disliked both the F1 and Indy four-wheel drive cars, and Rindt in particular didn't enjoy Indy at all.

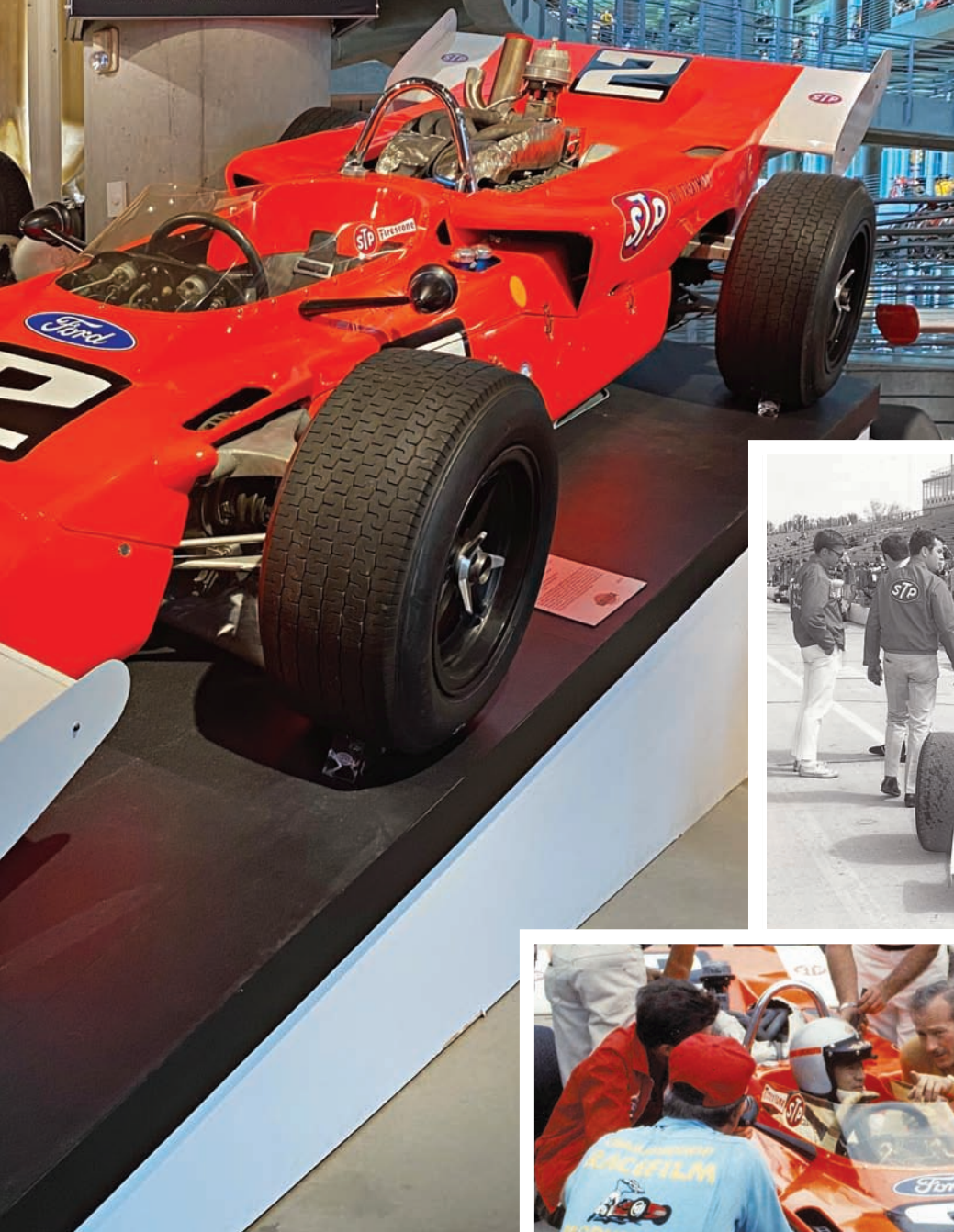


MODEL	Type 64
NAME/FORMULA	Indycar
YEARS OF PRODUCTION	1969
EXAMPLES BUILT	4
ENGINE TYPE	Ford Turbo quad cam V8
ENGINE SIZE/POWER	2650cc/1000+ bhp
LENGTH/WIDTH/HEIGHT	168in/75in/36in
WHEELBASE	100in
WEIGHT	approx. 1400lb/635kg

Mario Andretti's original entry for the 1969 Indianapolis 500 was a brand-new four-wheel-drive Lotus Type 64. Two of the cars were entered for team Lotus Formula 1 driver Graham Hill and Jochen Rindt, with the third reserved for Andretti's team, run by Andy Granatelli and co-chief mechanics Clint Brawner and Jim McGee.

Andretti was a heavy favorite to win the pole, and in fact he has said, "That car would have out-qualified everybody by four or five mph. It was that quick."

But on May 21 the car was destroyed in a heavy Turn 4 crash when a rear wheel hub failed on the Lotus. Andretti escaped with burns on his face, but the car was a total loss. The other cars were withdrawn and never ran in any race. Andretti switched to his backup car the Brawner Hawk Mk III, for a date with destiny,



On the 21st of May Andretti was looking like he was about to set a pole winning time when he had a massive accident in turn 4 and his car was totally destroyed. While there was a spare car available for him to use, it was discovered that the accident had been caused by failure of the right hand rear hub casting, brought on by the additional loads imposed at high speed by the new rear spoiler.

Without the necessary time to design and fabricate new finned hubs to prevent this overheating and subsequent failure, the cars were summarily withdrawn from the race and, having escaped the incident with only minor facial burns, Andretti reverted to his own Hawk-Ford, qualifying well and eventually going on to win the 1969 race. Thus, like the later JPS Type 88 F1 car, and Type 96 Indycar, the Type 64 is best remembered as a pioneering and challenging racing car design but, one that never actually turned a wheel in a race.



Mario Andretti ran the first test laps at Indy (above), and at a near record speed of 171.656mph observed, "I haven't turned my critter loose yet." The other two cars for Hill and Rindt arrived later and both drivers ran laps of 161mph. Rindt's time was done with a sticking throttle and a rough engine, before he eventually spun off at nearly 190mph.

LOG 40

A message from LOG40 Chairman, Rich Sheya

Images © William Taylor

Hooray for LOG 40.

I never thought it would happen!

I first started organizing a Lotus Owners Gathering in 2018, after a visit to LOG 35 in Colorado Springs, my first LOG experience. Ross Robbins was a great influence in helping me in the decision-making process to pursue a LOG in Salt Lake-thanks Ross! LOG 35 was so much fun that I thought it would be great to have one in Salt Lake partly because of all the beautiful rural drives that are so close to the city, and it would also be a great deal of fun to host a bunch of our Lotus friends.



I put together a proposal for ULOCO to hold a LOG and sent it to Lotus Ltd. After a change of the dates our proposal was accepted to host LOG 40 in September of 2020 and we started planning with grand visions swirling in our minds. January 2020 a rumor started circulating about some kind of super flu that was highly contagious and registrants for LOG 40 started pulling out citing increasing fears of contracting Covid. LOG 40 for 2020 became a non-viable event. Ok, we'll just roll everything over to September 2021.

Finally, 2020 came to an end and the bright future of 2021 appeared. January 2nd, 2021, I was working at our school by myself, it being a slow Saturday when I discovered myself falling. I wasn't dizzy I just fell. I remember thinking "I'm falling down, isn't that remarkable! I called my wife Diane to come rescue me. She got there in record time and called 911. It was then I learned that I'd suffered a stroke. Hello 2021... The ULOCO LOG 40 committee held its first meeting of 2021 with me and Di joining via Zoom from the hospital. Covid continued



to ravage the world. Should we postpone it again or just plunge ahead and do the event? In the end we decided to hold the event anyway and with renewed enthusiasm we charged ahead and did the best job we could. Chris, the hotel manager was terrific and allowed William Taylor to decorate his hotel with all sorts of Lotus memorabilia. William did an outstanding job, the whole hotel was an immersion in all things Lotus. What a celebration!

I'd like to publicly thank my partner in life, business and LOG 40, Diane for putting up with all my insanity and taking over the planning of LOG 40 when I was unable to. Almost 50 years ago I said "I do" and I still mean it. I'd also like to thank Brad Rockwell for his steady hand and complete lack of fear,

ULOCO Treasurer Brian Elkins for keeping track of every penny and Bruce Oblad who knocked it out of the park with the individual parking signs and coordinating our volunteers.

Also in the group are Bill Davis, Ernie Li, Omar Jaimes, Laurie Hope (who has the beautiful red S2 Europa), Mark Milligan (who has the beautiful one-owner (really!) yellow Europa Twin-cam), and tech wizard Vince Brisbois who is able to piece together a 35 minute video in 15 minutes from 2 hours of raw footage. Vince is also the guy who put together the LOG 40 video; he did it all from driving the drone to organizing the drive to producing the final video. What an amazing group of people, I'm proud to have had the privilege of working with them.




Postcard from LOG 40

Images © Olivia Taylor, Toni Spera,





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lotus-library.com

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

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

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



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magazine watch IN THE UK & US

by Foster Cooperstein

Images © Coterie Press

CORRECTION: I forgot to include the name of the magazine with this item from last month – September *Classic Cars*. The Elise S1 is in a group of six cars of 1990's roadsters (14-pages). The Elise was the first new Lotus since the M100 Elan. The Elise was a minimalist car – a throwback to the Seven. The first concepts didn't have doors and the eventual "roof" was an afterthought. When you first drive an early Elise you don't realize how much effort is needed to stop the car. The car was meant to be a pure driver's car. The main worry in buying a used Elise S1 is track day damage to the chassis. Lotus doesn't warranty chassis damage repair although there are some specialists who will repair them. The author writes: "the Elise reinvented [the sports car] for a world of track days." Included in this comparison are the MGF, the Miata 1.8, Mercedes SLK230, Boxster 2.5 and BMW Z2 1.9. The Miata was the author's choice because "without the original Mazda ... [none] of this would happen. The [Miata] reintroduced the sports car."

There are brief buyer's guides for seven 1990's "Superheroes" cars, including the Esprit GT3, in the August *Practical Classic* (4-pages). The GT3 was the entry level Esprit of the time. The writer says: "For back to basics driving pleasure, with poise, balance and precision, there's surely is nothing better?" Look for uneven tyre wear, check the service history – especially as to cam belt replacement, and modifications are common. There's one for sale in the UK for around \$49,000.

Lotus Eleven, an ex-team car, won the best in show at the London Concours in June. There was a circular display of other Lotus, ranging from a 1965 Seven and Elan Sprint to an Esprit, M100 Elan and Evora. (August *Classic & Sports Car*, 1-page)

Also in the August *Classic & Sports Car*, is a 1-page update on Steve Copley's M100. He's put on about 650 miles and it has always run when he's wanted to go for a drive. The car has 17-inch wheels, rather than the usual 15 or 16-inch ones. The steering and handling are excellent. While the roof and door seals aren't the best, they are a big improvement from older Lotus. The turbocharged engine shows plenty of torque, even at low rpms. He likes it!

A third item in the August *Classic & Sports Car* is a classified pick-a-car for sale. This is a 1996 Esprit S4s. This version mated the

recently revised body style with the 300bhp engine from the Sport 300. The car was capable of a 4.6-second 0-60 time, with a 168mph top speed. This is a two-owner car with a complete service record. The asking price is around \$56,000 (UK) 1/2 page

The Emira, Evija and Lotus 72 are on the cover of the August *CAR* and inside there is an 8-page article about the Emira ("Chapman's Cayman"). As you likely know, the car will have two engine choices; the Toyota based 3.5-litre V6 and a turbo four cylinder from AMG. The Emira powered by the V6 will likely appeal more to Evora buyers, while the AMG powered car seems to be aimed at Elise owners, although that engine will only be available with a dual clutch automatic. According to Lotus design boss Russell Carr the Emira was designed so that "the general form language is very soft surfaces with crisp lines to play with light and shadow and make it look athletic." There are no spoilers or active aero. The V6 launches first; the AMG four will be available next summer.

Also in the August *CAR* is a 4-page article with seven brief capsules about why each author loves Lotus. For one writer it is because Colin Chapman was the UK's Enzo Ferrari. To another it is because of the people Lotus has inspired, such as Gordon Murray and Adrian Newey. Jenson Button loves Lotus because Lotus cars are full sized go-karts. One writer said it was because the Lotus James Bond cars were the coolest ones. Yet another opines that the best of all time raced for Lotus (Clark, Fittipaldi, Andretti, Peterson, Hill and Senna). For another it is because Lotus has made other manufacturers' car better, citing the Lotus Carlton. Then there's the wild rollercoaster ride the company has taken its fans on – particularly the short-lived Dany Bahar era.

And then there's the third Lotus article in the August *CAR*; a comparison of the Evija and the Lotus 72 (8 pages). The Type 72 debuted 50 years before the Evija. It was a world beater – arguably the most successful car in F1 history and raced for six seasons. It was packed with innovation. The Evija an early EV hypercar is also packed with innovation. The seating position is very low because the Evija's battery pack is pyramid shaped and placed just aft of the seats, unlike most EVs that have the batteries on the floor (which heightens the center of gravity). It allows for a low nose and for the wheelarch bumps to be perfect 'Becker points' (named after famed Lotus test driver Roger Becker); allowing the driver to see exactly where the front wheels are. The Evija the author drove

was a pre-production car and, among the differences from the production version, this car isn't equipped with the torque vectoring (traction control). The car shows very mild understeer that allows the driver to push it as he or she would like without snapping into uncontrollable oversteer. While not as nimble as an Elise or an Exige, it is a car that feels inherently controllable. The Type 72 used in the test is chassis #5 – the car that Fittipaldi used to win Grand Prix in three different seasons, which recently completed a 5-year restoration. Out on the track the writer finds the 72's steering response to be "instant". The ride is incredibly smooth for a race car. It has lots of power – 850bhp/ton power to weight ratio. The writer finds the Type 72 "feels almost like an Elise in the way it blends immediate steering response with supple, malleable and yet controlled suspension movements." He expects the production version of the Evija to be "the most involving, the most interactive- the most Lotus – to [electric supercar] drive."

See the July GP Racing for part 4 of their history of Lotus. This segment covers 1977-1984, starting with the debut of the Lotus 78. The Type 78 was the result of a concept document created by Chapman as to his conception of the next Lotus F1 car. Lotus' Tony Rudd and Peter Wright developed a wing car concept when they were at BRM. Then with Ralph Bellamy and Martin Ogilvie, they created the Type 78. The faster the 78 went, the more it stuck. Although Andretti won four races and led more laps than anyone else, Lauda won the championship. Then came the all-conquering Type 79. Ronnie Peterson was paired with Andretti and, prior to Ronnie's sad death, they had four 1-2 finishes. Then came another down season as Chapman as they attempted to go from the Type 79 – the 'wing car' to the Type 80 – the 'wingless wonder'. The car was a disaster. The next car, the Type 81, was also not competitive. Next came Chapman's final 'great experiment', the Lotus 88 – the 'twin-chassis' car. It was developed to take away the harsh drive of the stiff suspension of the ground effect cars. Chapman never got to race the car and it was banned by the FIA. The last win for Team Lotus under Chapman came in Austria in 1982 when Elio de Angelis pipped Rosberg to the finish line. Chapman died in December 1982. The Team attempted to carry on with Peter Warr at the helm. Nigel Mansell had been Chapman's latest project but he clashed with Warr and others at the Team. His career at Lotus effectively ended when he slid into the Armco at Monaco in 1984. (8-pages).

There's an 8-page interview with designed Gordon Murray in the September *Motor Sport*. In December 1969 23-year-old Gordon Murray traveled to Norwich looking for a job at Lotus. Murray, an engineer from South Africa, with racing experience and having designed his own cars, wrote to Colin Chapman and an interview was set up with a Lotus employee. Unfortunately, Murray's timing was bad – Lotus wasn't

hiring – and nothing came of it. He declined to work at Ford when he saw how compartmentalized the Ford design process was. After a few interviews, he was directed to the Brabham F1 team as a job was opening up. He met with Ron Tauranac and after telling Tauranac how he would make a metal part, he was hired. He spent a number of years at Brabham and designed the Brabham ‘fan car’. Murray designed many cars, including the McLaren F1 and his current project – the T.50. Murray greatly admires Colin Chapman and has numerous Lotus in his personal car collection including three Elans, a Seven, and an Eleven.

The Emira is also the cover shot for the August EVO. Inside there’s an 8-page article about the car. The Emira will be built in a new 130,000 square foot facility. Lotus has been hiring staff – 200 additional folks have been hired. Lotus Advanced Structures will produce the new bonded aluminium chassis as well as many other parts as possible, in its 290,000 square foot plant in Norwich. This will give Lotus the opportunity to build cars to a quality not seen before from Lotus. They expect to go from producing 40 cars a month to 100 cars each month. As to the Emira, it is longer and wider than the Alpine A110 and the Porsche Cayman, but lower than either. While the car hints at the Evija, they are subtle. There are no active aero elements. The interior is functional. The cars with the V6/manual gearbox use the exposed gear linkage of earlier Lotus models. It has the widest track of any Lotus road car. A sport setting will be available with a ‘Driver’s Pack’ that stiffens the damping and lowers the ride height. According to the author, the car has been “designed and developed to be a usable sports car, which means luggage space for more than a spare face mask and a door bin that swallows a drinks bottle.”

There’s a five-car comparison test of “sleeper cars” in the September Practical Classics that includes the Lotus Cortina Mk II, properly known as the Ford Cortina Lotus. This is a group of cars that appear to be family sedans but that pack much more power. The Mk2 Cortina was first produced in 1967; 4,032 were produced. Unlike the original Cortina, which was shipped to Cheshunt and then modified by Lotus, this car was developed produced by Ford. This car was built better and was more refined than the original car. Unlike the Mk I,

there’s little to differentiate this version from a standard Cortina. The car has a black grill and small Lotus badges on the rear quarters. Early cars have a Lotus badge on the boot lid as well. Inside the car is similar to its GT cousin apart from a range of new instruments. (6-pages)

The Exige Sport 390 Final Edition is road tested in the 21 July Autocar (8-pages). There are 3 “Final Edition” versions of the Exige - the Sport 390 (392bhp), the Sport 420 (414bhp) and the Cup 430 (424 bhp). The Sport 390 is road biased with modest tyres and aero package; the Sport 420 which is an evolution of the Sport 410 and is more of track day car; and the Cup 430 which is the most extreme Exige and mainly for track day usage. The 390 aren’t adjustable are the car’s anti-roll bars. The wing is smaller. All three use the same AP 6-piston calipers. All use the same Toyota engine, Edelbrock supercharger and charge cooler. All are manuals, using Lotus’ open gearshifter. The tester managed a 4 second 0-60 compared to Lotus’s claimed 3.7 seconds but the test car had a full fuel load compared to the factory spec with minimal fuel and hit 100mph in 9.4 seconds. Even with the middle grip tyres, the 390 stopped from 70mph in 42.7 meters. The steering is incredibly precise and the axles work in perfect symmetry. It is composed and agile and gives top rate feedback. As far as the car’s comfort, once you’ve managed to get into your seat the driving position is excellent and the seats give good support. On the road you’ll find the ride somewhat harsh and noisy, but you won’t buy the Cup 390 because of it NVH refinement. There are a few cars (in the UK) that a potential Exige buyer might consider – the 718 Cayman GT4 (much more expensive), the Alpine A110 and the BMW M2 CS but three things favor the Cup 390: none of these quite matches the intoxicating drive of the Exige, it is reasonably priced, and it will be a classic. As one of the testers wrote: “For fast and flowing road driving, you can revel in the weight of the controls and the sheer integrity of the thing, but unleash it on track and it becomes so light on its toes, delicate and adjustable.” Rated 4.5 stars.

The November/December issue of Absolute Lotus is out. An Elise S1 is featured on the cover. This issue’s featured articles include one about the Elise S1, designers Russell Carr and Steve Crijns reminisce about designing the Elise S2, developing the DeLorean, an Elan +2 that was raced internationally, a Sunbeam Lotus buyer’s guide, Classic Team Lotus’ restoration of the 56B, Team Lotus driver Mike Spence, Chris Boardman’s record, and a one-off Type 62 replica, reports about the Silverstone Classic and Lotus In The Peak, as well as the usual columns: From the Archives, News, Auction Watch, Products, Scale Models, also Running Reports, Cars for Sale and Ghosts of Magazines Past.

The Talbot Sunbeam Lotus is compared with the Audi quattro in the September Classic & Sports Car (8-pages). The Sunbeam Lotus won the 1981 World Rally championship; the Audi won the 1982 championship. At about this time, Mike Kimberley became Lotus’ Managing Director. He wanted to push Lotus’ engineering consultancy. Kimberley contacted Chrysler UK’s competitions manager, a college friend. They agreed on Lotus providing engines for a Sunbeam rally car. It took Lotus six weeks to build a 2.2-litre Type 911 240bhp rally tuned engine. Sunbeam also built “street” versions of the car using the 2.2-litre 912 engine with a ZF gearbox, 13-inch alloys and suspension and exhaust upgrades by Lotus. The car performs well, as would be expected, for a car weighing a bit more than a ton with 150bhp. The gearing is short so you may find that you’re a gear higher than you’d expect. Once the car is moving the unassisted steering becomes light. As the car warms up the car is very responsive. The engine likes being revved; it still feels free around 5750rpm where peak power is produced. According to one of the works drivers, the car was overpowered: “The Sunbeam was quite easy to drive – it was agile and had a great engine but a chassis that struggled to keep up, and an obvious lack of traction.” The car only won two events but seven podiums brought it the 1981 manufacturer’s title. The corporate bosses decided to switch to Peugeot in 1982. Only 2,308 cars were built. On the other hand, the Audi was a technological tour de force - a five cylinder turbocharged car with all wheel drive. Due to the Audi’s weight, despite more power, it wasn’t faster in a straight line. The Audi is a much more neutral car to drive.

See the October/November issue of Racer for an 8-page article about Indy turbine powered race cars. The STP-Paxton turbine in 1967 preceded Lotus’ joining with Andy Granatelli for the 1968 race. The Maurice Philippe designed Lotus 56 1968 was a difficult year for Chapman and Lotus. Jim Clark died at Hockenheim and they lost substitute drivers Jackie Stewart due to a wrist injury and Mike Spence was killed while testing. Joe Leonard took the pole for Lotus, Graham Hill was second fastest and the third Lotus, driven by Art Pollard, qualified third. Leonard’s pole winning time set the Indy record. Hill’s race ended shortly after half the race when a suspension failure put him into the wall. There was a yellow with 17 laps remaining. Leonard was running in second. The race went green with 8 laps left. Sadly, both Leonard’s and Pollard’s cars suffered fuel pump shaft failure. This marked the end of Lotus’ Indy participation. There is also a sidebar about the Lotus F1 turbine-powered car, the 56B. It wasn’t successful.



magazine watch

Living the Lotus Life!

by Tony Vaccaro

Images © Tony Vaccaro

I make it a point to Live the Lotus Life every day and about 3 weeks ago, I received a Lotus, Ltd. Calendar photo submission from a Europa owner, Rick Barenholtz. It was a good-looking Europa Twin Cam, it looked familiar!

About 4 years ago, I received a call from a gentleman who said he had stopped to talk to a Lotus Elise owner at on gas station on Route 16 in Western New York. While admiring the Elise, he mentioned that he had a Lotus Europa Special and was interested in selling it. The Elise owner gave him my name, said I was the leader of the LOONYS and to give me a call. The Elise owner had heard I was on the lookout for a pair of project Lotus Europas, as I have never been one to give up on the notion that rebuilding Lotus cars could be a wonderful experience. In this case my thoughts were to rebuild a pair with my son Brian, ending up with both of us having a Twin-Cam Europa.

A few phone calls and plans were made to do the hour and half drive to Cuba, New York. Just another day Living the Lotus Life, this drive is south of Buffalo, down Route 16 into the ski country of Western New York. This was a route I drove quite a bit back in my college days when the college I went to, Buffalo State, then as now had a College Camp in Franklinville, New York. I quickly made going to College Camp my “major” and soon my college career consisted mainly of driving my Sunbeam Tiger to camp. My trips to College Camp continued through my sophomore year with me driving the Series 2 Elan that I had acquired after the Tiger met an unfortunate end colliding with a Chevrolet Impala. The Impala driven by a young lady through the intersection of Delaware and Hertel, Buffalo NY, it did a real number on my Tiger as she made a left right into my path. I had the green light but you cannot have two cars in the same spot and the Tiger was the loser. When I got near the young lady to see how she was, to quote Lynyrd Skynyrd, “Can’t you smell that smell?” Well, I did, and the smell that surrounded her made it clear she has been smoking something other than tobacco while she was driving. It was obvious to me why did not see me coming though the intersection. It was tough to lose the Tiger, but in retrospect if she had not hit me, totaling the Tiger, this story would be in a different magazine! I really should thank her! No way did the Tiger handle anywhere near how the Elan handled!

But back to the Europa I was thinking of buying. I was getting ready to take the trip down Route 16 to Cuba NY to see the Europa and decided I had not seen the College Camp since about 2003. I was in my Caterham on the way to the Sevens at the Summit track day at Summit Point Racetrack and I stopped to fish for both trout and old memories at the camp.



I am always up for a Lotus adventure so I thought I would take the Elise down Route 16 and stop at the Camp again on the way to see the Europa. Nothing gives me the same adrenaline rush as driving to look at or pick up a Lotus. It was a great Lotus Day and after stopping at the camp, it was a short drive down to Cuba, New York. As some of you know all Specials came with a 5-speed transmission so that made this car especially interesting as Europa Twin-Cams can get a bit buzzy driving the interstates in 4th gear. As I got out of the Elise, I spotted the blue 1973 Lotus Europa Special in the garage, the body sitting on sawhorses. The owner had told me the car was not together which was not that unusual. I have probably looked at twenty or thirty Elans and Europas over the years all in various stages of disassembly. It has always appeared to me that Lotus Europas and Elans seem to disassemble themselves when the sit for more than 10 years.

As I walked into the garage, I was struck by how many parts there were neatly laid out over the entire floor of the garage. I don't think I had ever seen a Europa so disassembled. It had been disassembled for 25 years! It was really quite an amazing sight. Most of the time when a Lotus has been apart for



this long, parts go missing or get damaged and destroyed by weather and the elements. I have seen a Twin-Cam motor completely taken apart but never a 5-speed transmission. I have put Twin Cams back together, but I wondered if I could put the 5-speed back together. I realized that while this may be within my expertise, the desire was not there. But I knew that some day someone would surface with that Europa Desire. Enter Rick Barenholtz.

Rick Barenholtz bought the car and to be honest, when I saw the final pictures, I just knew I had to write a story about it. One of the greatest pleasures I get is when I can be a part of a Lotus restoration like this even if it

is just supplying the car, giving long distance help and encouragement. Not only did Rick bring this Lotus back from just a bunch of parts, he brought it back without over restoring it. The paint is pretty much as I saw it sitting on the sawhorses 4 years ago. Dynoed at 146bhp and weighing 1560 pounds, wow, just an amazing job. My hat goes off to Rick for Living the Lotus Life in a most spectacular fashion!

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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

1967 Lotus Cortina Mk2 - Racecar a genuine MkII Lotus Cortina 1598cc Lotus Twin-cam, very high spec with all the right bits (eg. titanium valves, canister water pump) put together by a fancy engine specialist in Denver a number of years ago. I had it refreshed 3 years ago with new bearings, rings, bolts, chain, gaskets etc., twin Weber 45s, electronic ignition distributor, 4-speed gearbox, LSD, magnesium bell-housing with new clutch plate and CSC in bell housing, full plumed in fire system, dry sump, oil tank



is behind the passenger seat with 110v oil heater system, disc brakes front, drums rear, brake balance adjuster, new fuel cell two years ago, vented etc. with one way valve, plastic side and rear windows, very nice, very solid roll-cage. New belts last year. Spare set of wheels which are regular Lotus Cortina steel wheels (heavy), not Minilites as on the car. The bonnet currently on the car is Carbon-fibre. I do have the original steel bonnet as well. Asking \$40,000 contact William on wiltaylorphoto@aol.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

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

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.

1966 Lotus Elan S3 S/E dhc (RHD) Rebuilt at the Hethel Factory in 1978, imported into US same year. Has been in storage ever since. Car is complete but a non-runner, available for viewing in the Middleburg area of Virginia. Reasonable offers considered. Contact dcooper@acgarchitects.com

1986 Lotus Excel 122,226 km, (75,807 miles) on odometer. Left hand drive, all metric. Recently restored by Ragtops and Roadsters. Asking \$45,000 for sale at Gateway Classic Cars

CARS FOR SALE

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.

2016 Westfield 7 with Miata drivetrain consisting of a 1.8L engine, 5-speed transmission, and 4.3 diff. Classic Seven looks with this reliable Japanese powertrain makes for incredible fun on twisty mountain roads. I have loved this little rocket for five years and now must sell due to relocation out of coun-



try. Clean Colorado title and registration. One owner. ~17K miles but I'm still adding them as I still love driving it. Upgrades include RAC roll bar, quick release race steering wheel, long range fuel tank, heated seats, wind deflectors, full tonneau, boot box cover, half hood with double zip out panels, side screens, full hood, and car cover. This is a great driving car, ready for your next road trip! I will have it at LOG40 so come see it in person if not already sold! Asking \$27K Car is in the Denver Metro Area, Bobbi Winterowd, robalwint@yahoo.com

Lotus Books & Manuals

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

PARTS FOR SALE

1973 Elan +2 S130 big valve engine

13,000 documented miles. Fully assembled on stand as removed in 2008. Includes Stromberg head with cams, block with crank and pistons etc., oil pan, water pump & housing, Stromberg intake manifold and two Stromberg 175 CD-2 carburetors. Ford Germany 701M6015BA "L" CORTINA Block. Numbers matching. Standard Lotus valve cover. Photos on request. Offers considered. Contact Kevin locovozzi @ 912-313-5700 or kevin@dsavn.com

Pair Esprit V8 catalytic converters

Takeoffs from 2001 V8 Lotus # D082 34191F, D082 34192F, Made by Arvin, VG condition, long time in storage, no sensors. \$800/pr. shipping avail. Contact Jon Gardner at jon.a.gardner@snet.net

2005 Lotus Elise Parts

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

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

Europa T/C parts New rear sway bar + hard ware, Beans water pump pully + Belt (2) kit, new rear

PARTS FOR SALE

ADJ links, new rear bumper. Used radiator, new wind screen molding, also some trim & body items. Call with needs 207-389-1008.

1970 Lotus Elan RHD Parts I have a long list of parts for sale. They were removed from the car when it was converted to a race car. I have engine parts e.g new high vol oil pump, body parts e.g. Chrome side window door frames with glass, driveline e.g. half-shafts, lights etc. For a comprehensive list and photos as required, contact Ted Dobbie at tedatmhp@hotmail.com. Parts are located in Canada but the border is opening on 8 Nov 21 and parts very reasonably priced.

WANTED

Wanted: : Europa

I am desperately looking for a 1967-1968 Series 1 or S1A Europa complete and road worthy. Please contact Jerry on gshuck@gmx.com

Wanted: Hardtop for 2005 Elise

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

Wanted: Panasport Wheels

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

Lotus Formula Ford Type 51

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

Wanted: 2 Europa Twin-cam Alloy Wheels

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

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