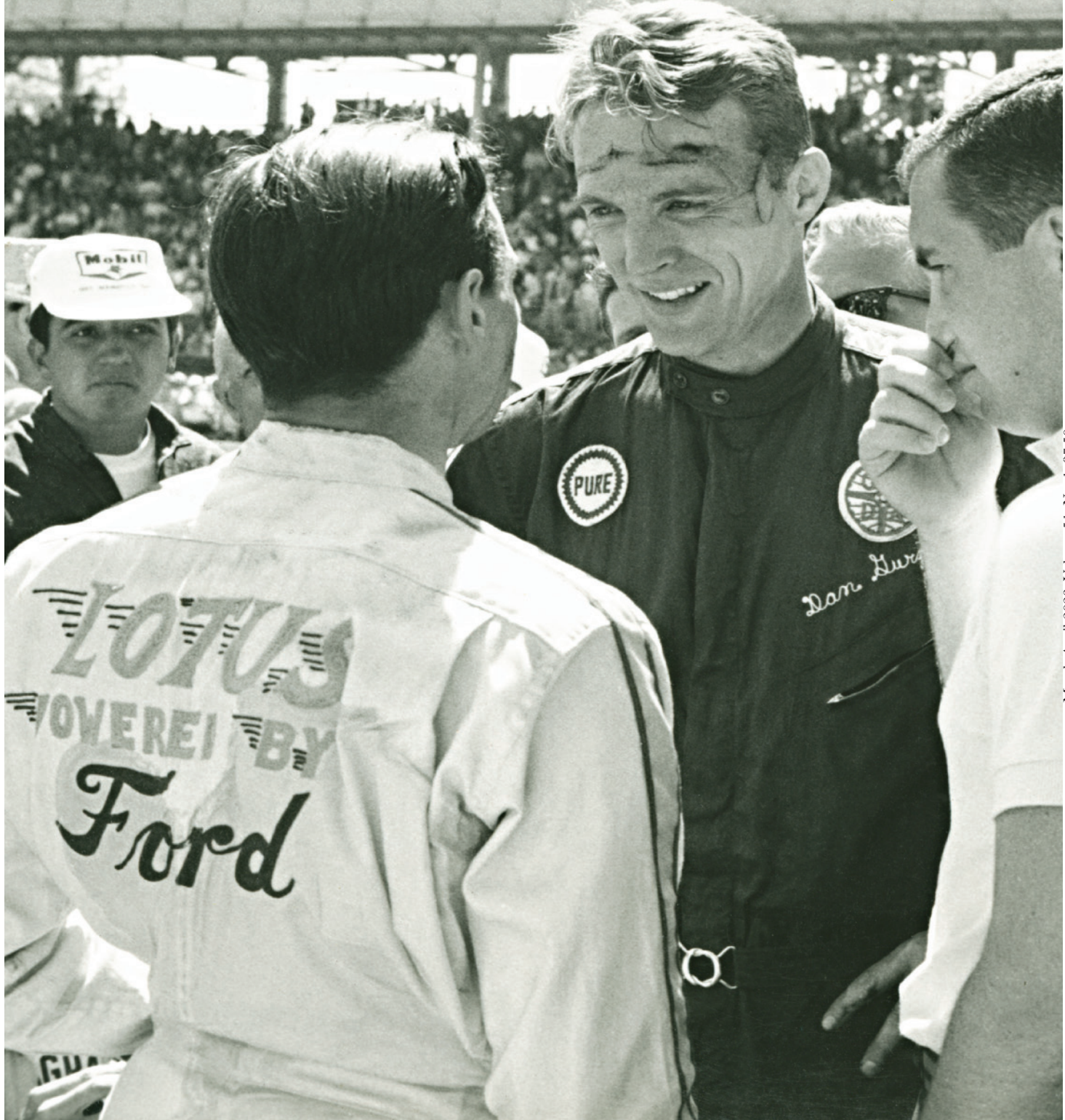


# LOTUS

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## reMARQUE





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# LOTUS reMARQUE,

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# PRESIDENT'S MESSAGE

This is my first Presidents Message, in the all-new-digital reMarque, I am looking forward to great things for Lotus, Ltd. in 2023, especially LOG42.

First, I would like to introduce the new 2023 Lotus Ltd. Board:

Our new Vice President, Walter Irvine.  
Our new Treasurer, Chris Lindley  
Our Corresponding Secretary, Cora Gregorie  
Our Recording Secretary, Rose Perry  
Our director at Large Mick, Opalak  
Our director at Large, Jim Roberts  
Our director at Large, Chris Waggett  
Our new Director at Large, Ross Robbins  
Our new Senior Advisor (President Emeritus), Tony Vaccaro

As I am writing this message it is a little less than 6 months until LOG42 in the Knoxville, TN area, the weekend of August 25th to 28th. The host club for this year's LOG is the East Tennessee Lotus Owners, led by Mike McMillan. Those of you who are planning on attending can book your rooms at the Hilton Knoxville Airport Hotel, 865-970-4300. Mention Lotus Owners Gathering or Lotus Club for the special rate. I just heard from Lotus Cars that they will be attending this year's Lotus Owners Gathering (details to follow), that along with some of the best driving roads in North America, will make LOG42 a not to miss event.

We are planning to launch our new Lotus, Ltd. enhanced website prior to the end March when the LOG42 registration goes live. Lotus reMarque has moved to the digital format, BUT all LOG42 attendees will receive a hard copy commemorative LOG edition reMarque. Members who are unable to attend LOG will be able to see this edition on the new digital website.

One of my priorities as President is to make every effort to have LOG move to a different region of the US each year, this makes it easier for more of our members to attend. With that said I would like to reach out to any local club that is interested in hosting a LOG, if you are thinking about becoming a host in the future, let's talk now!

We are in the planning stages to do a Lotus, Ltd. Membership Survey in the first half of 2023. So, when you see this show up in your e-mail please participate.

Hopefully with Winter waning and Spring coming everyone will be able to get out and drive their Lotus, in the near future.

Thanks,  
Doug Miller

A handwritten signature in black ink that reads "Doug Miller".

# lotus, ltd. affiliate club LISTINGS

Please send any information or updates regarding club contact details to Lotus Ltd. Board Advisor and Club Outreach co-ordinator Walter Irvine on [wirvine129@yahoo.com](mailto:wirvine129@yahoo.com)

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Lotus Owners of South Texas (LOST) - PAUL KWAN  
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## VIRGINIA

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Greetings Lotus, Ltd. members,

We are publishing this message because some Lotus, Ltd. members do not have an email address on file with the club.

The Jan/Feb issue of reMarque was the last that was printed and mailed to all members. All future issue will be published digitally here on the new Lotus, Ltd. website and all communications will now be via the website or e-mail.

The digital reMarque will maintain its same high quality in both design and content, and as an added benefit you will be able to access all past editions on the new website, as well as many new features and benefits for our members.

If you think we don't have it on file, please e-mail your name, address, and preferred e-mail address to [info@lotusltd.com](mailto:info@lotusltd.com)

Thank you

Doug Miller

# 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 at [coterietd@aol.com](mailto:coterietd@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](mailto:trancethan@gmail.com) or [www.northtexaslotusclub.org](http://www.northtexaslotusclub.org)

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

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

## **Lotus Colorado (LOCO)**

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

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

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

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

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

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

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

## **St. Louis Area Lotus Lovers (STALLS)**

Our club held many events including participating in the St. Louis European Car Show, tech sessions and run through the beautiful Missouri countryside. The club is looking forward to a great 2022. For more info on STALLS, contact to Chris Faulbaum by tel on 314-920-3098 or email at: [faulbaumc@yahoo.com](mailto:faulbaumc@yahoo.com)

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

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

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

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

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

Join NELLI members and celebrate all things Lotus. NELLI members, guests, prospective members as well as all Lotus, Ltd. members and Lotus aficionados are welcome at all our events. Bring your Lotus and/or pictures to share. If you are interested in joining NELLI or keeping up with our activities, go to our facebook page at <https://www.facebook.com/New-England-Lotus-Lovers-NELLI-303805949822335> for more information of our events.

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

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

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

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

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

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

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

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

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FEATURE

# Driving Miss Lotus....

## ....Skidding Into Focus

One of the most confusing things we're ever taught could be life-threatening.

When we learn to drive, what are we told to do in a skid? "Turn into the skid," right? Or turn in the opposite direction of the skid. These instructions are deceiving. I'm not saying they're wrong. Technically, they're absolutely the right things to do. But the advice is not at all clear, so unlikely to help.

Imagine that you're driving down a hill. The road is covered with packed snow that's almost turned to ice. At the bottom of the hill is a stop sign. You apply the brakes to begin slowing down. Your car starts to skid sideways until it's now facing to the right — and pointed towards the parked cars on the side of the road.

Okay, what do you do? If you recall your driver's ed class from back in the day, you might think, "Turn into the skid." But what does that mean, exactly? Does it mean turn the steering wheel to the right? To the left? Let's see, the car is skidding...so the front is skidding to the right and the rear is swinging to the left...so that means I turn the steering wheel to the right...no, left...no, wait... crash!

In that split second when your life is passing before your eyes (or at least your car's life), it's confusing to decide which way the skid is going and which way to turn the steering wheel to control it. And you're likely experiencing a rush of adrenaline and sheer panic. If you turn the wheel the right way with proper timing, there's a good chance you're going to control the skid and be okay. If you turn the wrong way, there's a very good chance you'll crash into something.

Over the past four decades, I've taught thousands of drivers how to better control their vehicles, and skid control has been part of that training. And of all the people I've put into a simulation of that very scenario, about one-third of the drivers do the correct thing. Another one-third does the exact opposite — they turn the steering wheel the wrong way. And the remaining one-third? They don't do anything! Well, almost nothing. Many in this group take their hands off the steering wheel, perhaps cover their eyes, scream, and usually slam on the brake pedal — the very last things they should do.

The second car I ever owned was a dream come true for me: a 1969 Lotus Elan Plus 2.

I'd go out and drive my Elan for hours every day, just to practice shifting, the line through corners, braking smoothly, balancing the car on the limit...and controlling the car if it skidded. And I learned that turning into the skid was rather useless advice. Let me explain.

As a professional race driver and coach, I've been asked many times what I think is the key to success in racing.

Success in any endeavor does not come down to just one thing (despite what Jack Palance said in the movie *City Slickers*). But if you do a few critical things, you'll be more successful. One of those keys is looking where you want to go, and not where you don't want to go. It

One night, I was out practicing my cornering technique on a twisty, narrow mountain road in my Lotus. In third gear with the engine revving sweetly, I popped up over a hill and came to a sudden realization: the upcoming corner was a lot tighter than I'd originally thought and I just wasn't going to make it. I did what most people in that situation do: I looked at where I was going to crash. I looked to the outside of the corner and saw a small ditch, a strip of grass about a foot wide, and then trees. Lots of trees. Big, strong, Lotus-destroying types of trees.

I remembered what I was taught to control a skid. I thought about turning into the skid, but that didn't really mean anything to me in that instant. That's when I realized that "turn into the skid" didn't help when I needed it most. It may even be the worst piece of advice a panicked driver needs to decipher.

Then, in a fraction of a second, for some reason that I'll never know, I turned my head and looked through and beyond the turn. Maybe I just wanted one last quick look at where the ambulance and tow truck might come from to rescue me. Whatever the reason, I looked where I wanted to go, even though it seemed that I was never going to make it there.

But guess what? My body started doing things that I never thought it knew how to do. It gave the brakes just a slight squeeze and gently released them, then completed the smoothest and most perfectly-timed downshift into second gear that I've ever done to this day. It was like my feet were dancing on the pedals and my hands followed right along. In fact, my legs, feet, arms, and hands all moved in a blur, almost as if they were possessed by someone else.

And get this — my hands "turned the steering wheel into the skid." The next second I found myself drifting sideways through the turn and accelerating along the straight section after the corner.

I made it! I didn't crash my Elan! But how in the hell did that happen?

I turned around, went back, and drove again through that corner a dozen times, starting off fairly slowly and gradually picking up my speed each time until I'd recreated the same speed as my unintended magical moment. And that's when it hit me. My driving through the corner at high speed and controlling the slide had little to do with what my arms, hands, legs and feet actually did. It was my eyes that had performed the magic. In fact, my appendages were like soldiers simply following the commands of a superior. In this case, my vision was the general.

What a revelation! For the next few months, I consciously practiced looking where I wanted to go, not where I didn't want to go. When changing lanes, I focused my eyes between the reflectors separating the lanes, and my Elan would follow, the tires not driving over them. When parking, I fixated on the empty space, not the edges of other vehicles. If a car pulled out right in front of me, I practiced looking to the side of it. And when I drove through a corner, I visualized the path where I wanted the car to follow — and was thrilled at how effortlessly it went there regardless of my speed.

I became a master of looking at nothing. That sounds weird, but we humans have this natural tendency to focus on things, especially bright, shiny objects and things we actually want to avoid. But I developed the skill to look away from the bright, shiny problems.

When I started racing cars, this became a critical skill. Sure, all race drivers develop it to some extent — they wouldn't be able to race if they didn't. But some are better at it than others.

In forty years of racing, I only once ran into another car that spun out in front of me. I've been able to avoid every other out-of-control car, and I credit my ability to focus on the empty space — where I wanted to go, to the solution — and not the problem. And all this from that one fateful night in my Lotus.

Years later I was preparing to compete in the Indy 500. I was driving down the Indianapolis Motor Speedway front straight at 225 miles per hour, entering the first turn with my right foot pushing as hard as I could on the gas pedal, attempting to take the turn at full throttle for the first time. As I turned the steering wheel to initiate my entry into the corner, two conflicting instincts tried to kick in. First, my sense of self-preservation wanted my foot to lift off the gas pedal and instinct said, "Slow down before you kill yourself!" At the same time, my racer's drive was telling me to push the pedal to the metal to go faster. I had made the mental commitment and had spent time to prepare for this moment, and that's why my right foot stayed down — in fact, "planted" is the best word to describe it.

My initial thought through that corner was to look where I didn't want to go — the concrete wall surrounding the turn. In that instant (and at that speed I was traveling the length of a football field in less than a second), the memory of that night years earlier in my Lotus popped into my head. My eyes immediately focused through the turn and that's where the car went.

It's impossible to describe the thrill of the very first time you take Turn 1 at Indy at full throttle at over 200 miles per hour. No written word can do justice to that kind of speed and sensation. Imagine you weigh 175 pounds. Cornering at 4.0 g, it's like having 700 pounds pushing sideways on your body. These g-forces are incredible. Four times the force of gravity, 4.0 g is something that only fighter jet pilots, astronauts, and race drivers experience on a regular basis. It feels unreal. It is so unnatural that it seems to defy the laws of physics; even if Isaac Newton or Albert Einstein could explain it, I'm sure they would have a hard time believing the feeling of their bodies smashed against the side of the car's cockpit. It takes huge heaps of faith — blind faith that the car will stick to the track — to hold your foot to the floor.

But what I proved to myself at Indy is that my foot would never do what I wanted it to do if I wasn't looking where I wanted to go; my eyes controlled my foot and my hands.

Over my career, I've witnessed so many people in so many different activities or walks of life who fail to look where they want to go. Instead, they get hung up on where they don't want to go. Rather than seeking the solution, they focus on the problem.

And of course, I've seen drivers focus precisely on just what they should avoid instead of where they want to go. They got into a skid and saw where they were going to crash. And they did.

Focus. If drivers were taught, "To control a skid, just look where you want to go and you'll automatically steer into the skid," the world would have fewer crashes.

I thank my first Lotus Elan for teaching me that, and think about it every time I'm hustling my current Elan S4 through a twisty road.





# Lotus Cars NEWS

Text & Images ©Lotus Cars Pic.

## Lotus on the limit on the ice

You don't usually associate Lotus with off-roading. But when the driving surface is carved through powdered snow settled on a lake frozen solid, what's not to enjoy! Track days are a key activity for the Lotus China team. They're a great way to raise the profile of our brand to media, customers and potential buyers, showing off the legendary Lotus performance car ride and handling and the lightweight engineering that's at the heart Lotus products. The China team took their activities to the next level over the 2021 new year period, staging the first ever Lotus Winter Driving Academy. The destination for guests was the frozen beauty of the Hulan Hekou, an 800,000m<sup>2</sup> wetland park at the confluence of two rivers near the city of Harbin. The capital of Heilongjiang, China's northernmost province, temperatures can drop to well below -30 degrees Celsius at this time of year.







# *In praise of the M100*

by Ross Robbins

images ©Ross Robbins, William Taylor

## **Or, Miata is NOT always the answer**

There is a recurring theme in car fandom which asks us to either endorse our favorite car or put down its competitor (which may be your favorite car) with a phrase based on the letters in the brand name. Hence we see owners of the Japanese MIATA insist that no matter the question it stands for Miata Is Always The Answer! On the other hand, FIAT is demonized by Fix It Again Tony! Or, FORD by Found On Road Dead or equally harsh, Fix Or Replace Daily. And, my favorite brand suffers the curse, Lots Of Trouble Usually Serious from the name LOTUS.

This came to my attention some time ago on a website called Bring a Trailer which auctions collectible cars and on which a Lotus Elan SE (also called the M100 Elan - its type number) was being offered at auction. Not content with letting those who might just want such a car comment and bid in peace, some Miata owners took it upon themselves to denigrate the Elan as inferior to their Miatas insisting that the Lotus could not measure up in any way and that Miata is always the answer and that anyone who could not immediately see that was somehow beyond help.

One of the key arguments was made around the fact that the M100 is front wheel drive and that it is impossible to make a “proper” sports car that way. In these people’s minds, a sports car must have rear wheel drive or it is simply a poseur, unworthy of any praise.

After a dozen or so responses in this vein I thought I saw a pattern developing: Those who have only anecdotal knowledge of the Elan SE, (they may have read on the internet or heard from peers about it but have no real personal experience of it) respond with the Greek Chorus chant “Miata Is Always The Answer!” Those who have actual experience of both cars seem to prefer the Elan. This certainly does not mean the Miata, MX5, Eunos, or whatever one’s preferred name for it may be, is not a fine car with a lot of the original Elan flavor...it is just not always the answer. Besides, it is not really a true alternative to an Elan at all. In fact a Miata might best be characterized as a modern perfected MGB that does everything better, since it matches that car within a few percent in every measurement, unlike the M 100 or the much smaller original Elan. And it was because Mazda made so many different cars that the parts they needed for this sports car were readily available within the company’s offerings. The engine is from the 323 sedan, transmission from a small truck, suspension from a hatchback and so on.

With no access to mass produced parts within their own company, when Lotus set out to create a new small high performance sports car in the late 80’s, they started with a so called “clean sheet of paper.” Reprising the prior Elan much as Mazda did with the Miata was quickly discarded by the design team as not looking forward to the future using the lessons Lotus had learned through developing the MR2 for Toyota and the ZR1 for Corvette. Updating the old Elan, revered as it was, had no appeal...it simply isn’t the Lotus way. No, Lotus wanted a challenge: Make the best sports car in the world. So the product development team headed by John Miles, a Lotus engineer with F1 driving credentials, set out to build the very best sports car they could without preconceptions. That it happened to come out about the same size as a Miata and with Front Wheel Drive was because that was felt to be the very best packaging for speed, handling, safe passage and sportiness they could create. In fact, the M100 was recognized by press reports of the time as the fastest car ever built for an average driver to get from point A to point B along secondary roads. In one road test around the Road Atlanta racetrack the pro driver achieved lap times almost equal to the much more powerful Esprit S4 Turbo. Before you dismiss me, as just another fanboy on a rant, let me tell you what I’ve personally experienced not heard through the grapevine.

First, some background. I raced a basically stock 1966 Elan S2 for 15 years. Other than prep of the original engine, wheels, springs, shocks, and the required safety equipment, it still had stock brakes, body, chassis, cooling system, as well as interior and exterior. That car could run with Porsche 911’s, Sunbeam Tigers, and other supposedly superior cars on the majority of the 37 North American tracks I ran, only disadvantaged on tracks with long high speed straights like Road America. Said another way, it punched well above its weight compared to contemporary cars. My 1965 Elan S2 still evokes that feeling today on backroads.



But time moves on and while that original Elan was a landmark car for its time when introduced in 1962, it was no longer au courant in 1989 when the new Elan was introduced. The new Elan had the ability to run all day on the Interstates in air conditioned comfort as well as the ability to handle the twisties as a Lotus should, so it was far more suited to a modern daily drive role. And while I still have my early Elan I only drive it on special days when the temperature is just right, the road is but two lanes and the traffic is light. So it was that I needed a more versatile, usable car to supplement that special use one, yet one which still tickles the driver in me.

Thus I bought an M100 Elan in 2000 and owned it for 15 years. I went everywhere you could ever imagine, and some you can't, in that wonderful car. I only sold it in order to get yet another Lotus that was my dream car (asset shifting exemplified). That dream car was an Elan Plus 2 that had been updated with a modern Zetec engine and five speed transmission. It was a wonderful long distance cruiser and also handled the twisties well but it was a very rare and special car so I was reluctant to risk it in traffic. I missed having a sporty daily driver. After some reflection, as I had never experienced one, I got a Miata because, as we are told, "it is always the answer."

It was a 1994 "M" Edition in a wonderful Montego Blue Mica with a tan leather interior. It looked very much like a big brother to my 1965 Elan having the same rounded front and pop up headlights, though 20% bigger in all dimensions. It always started, the top was weathertight and when I wanted to drive it on the Interstate it handled the consistent high speed adequately if not easily. With a lack of low end torque, it needed to buzz up pretty high in the rev range to scoot along. It did everything I asked of it, but it was never my first choice for a road trip due to the very small trunk, further compromised by a spare tire right in the middle. It had less trunk capacity than my old Elan though the Elan is much smaller. If this sounds like faint praise, I guess it sort of is. It did what it was supposed to do and asked for little in the way of maintenance other than routine oil changes. It was a steadfast companion. I had it for two years and I relished it...for a while. What made the devotion to it begin to dim in my mind was that it just...was. I never turned around to sneak a look after parking it, or sat in the seat for a minute after a run through the canyons. I never went out to the garage to give it a polish - just because. It was a solid, reliable car with very predictable handling in which nobody ever noticed I was zooming along. Nobody else gave it a second look and neither did I. I never took it to a Cars and Coffee because who hasn't seen a Miata. Even passing cars up Ute Pass at 20 mph over the limit didn't attract any attention. It was ordinary. There was simply no romance.

I sold the Miata and bought a Mini Cooper S. Now here was a car with both performance and romance. It too was a solid, reliable car with very predictable handling, every bit as tossable as the Miata. But now when I put my foot down in lower rev ranges, something actually happened. As Dan Gurney so famously used to say, it had the beans! The Mini captivated me. Not only was it just as fun to carve canyons in as the Miata, it could carry four people in a pinch, hold a pair of seats from another car project and cruise at 80 on the freeway quietly while getting 35 mpg! It got great city mileage too, was fun to daily drive and even got some looks in its bumble bee color scheme; yellow with black stripes and roof. It seemed to me to be the perfect small car. What made the affection for it begin to dim in my mind was that, unlike the Miata, the roof was fixed so there was never a way to enjoy top down motoring. When the sky is cobalt blue and the view in the dome that lives above the window line is worth inviting in, like when going through Glenwood Canyon where 90% of the beauty is up above the windshield header, a top down car is a must. It didn't even have a simple sunroof, much less a compound dual one as some of them did, so the view from inside was always like sitting on a broad, covered veranda...even though it was a very nice veranda.

When stumbled onto an Elan during a trip to California, it was inevitable that I bought that M100 Elan SE for triple the Miata's sales price. I simply had such good memories that I was a sucker for this one as soon as I saw it. It is Norfolk Mustard in color just like my first one, it has a plenty big trunk for all the stuff we need on a road trip and the top does go down. It also is much quicker than that Miata since it has a turbocharger just like the intoxicating Mini Cooper S. It seems to have the best attributes of both the M cars. In fact, just like the best of three beds Goldilocks tried out, it is just right. You might say that Mustard tastes even better than M & M's!

Why does the Elan seem to be the answer for me? I do look back at it every time I park. I do sit with a smile and a glow after a canyon run. I do polish it all the time just to run my hands over its amazing curves. And, though it is not a Miata, I zoom...boy do I zoom! It has cost me more than the Mini and the Miata together...and it is worth every penny.





# PERFORMANCE DRIVER EDUCATION/EXPERIENCE DAY

WATKINS GLEN INTERNATIONAL, May 31, 2023

**Lotus, Ltd. and Mercedes-Benz Club of America (MBCA) are proud to announce another exciting Performance Driver Education Day on May 31, 2023. We are also pleased to announce the continuation of the Performance Driver Experience taste of the track program.**

Watkins Glen International, at the southern tip of Lake Seneca in New York, is one of North America's oldest road courses and was home to the U.S. Grand Prix for many years. Lotus won several times with Innes Ireland, Jimmy Clark, Jochen Rindt, Ronnie Peterson, and Emerson Fittipaldi while others such as Mario Andretti also took podium finishes for Lotus.

What better way to explore the handling of your Lotus or Mercedes-Benz than on one of North America's premier road courses. The intent of the Lotus, Ltd./MBCA's Driver Education program is to teach you the skills to handle your car better. Besides having plain old fun with your car, the techniques you'll learn will make you a safer, more aware driver on the street! Afraid to take your car on the racetrack because it might get damaged? That's understandable, it can happen. However, it can also happen on the street. The race track is a controlled environment in which you have far more freedom to make a "mistake" than on the street. (However, if you really want your car protected, read about optional track insurance coverage below.) If you are a beginner or novice driver, during our High Performance Driver Education Day, you will have a seasoned instructor with you at all times to guide and teach you at a pace with which you are comfortable. There is no pressure and no trophies at a Driver Education day. It's all about safety, car control, and fun! Yes, in that order.

You do NOT need a Lotus or Mercedes-Benz to attend this event. Any marque is welcome if properly equipped. You do NOT need to be a Lotus, Ltd. or Mercedes-Benz Club of America member to attend. You are encouraged to tell your friends about this event and have them join us for a wonderful day at Watkins Glen!

The cost for this year's, Lotus, Ltd./MBCA Performance Driver Education Day is \$445(US) when you register prior to April 30, 2023. After April 31, a \$50 late registration fee will be applied without exception. The late fee is necessary because we WANT YOU TO REGISTER BEFORE April 30, so we can do the necessary planning to hold the event. Any registrations after May 14, 2023 will be accepted at the event chair's discretion. You can register NOW at [www.clubregistration.net](http://www.clubregistration.net)

Beginning and Novice drivers requiring instructors will be approved as instructors become available for you and will be assigned on a first registered basis. So, register early to increase your chances of getting an instructor and into the event. All fees will be refunded if we do not have an instructor for you. Garage space at the track will be available for an additional \$40 on a first come first served basis. Lunch will not be offered at the Event. Please arrange for your own lunch. Please remember to bring bottled water to drink. You must stay hydrated for track activities and it is best to bring your own. We cannot provide bottled water per track regulations.

If you are an instructor and wish to help us, please contact David Nagler at [lotushack@lotusowners.com](mailto:lotushack@lotusowners.com) for consideration.

Registration is now open at [www.clubregistration.net](http://www.clubregistration.net). If you don't already have a [clubregistration.net](http://www.clubregistration.net) account, it's a simple, free signup on their website. If for some reason you cannot do that, please let us know and we will make alternate arrangements but we prefer all to register on-line at [www.clubregistration.net](http://www.clubregistration.net). Just search on Watkins Glen after you register on their site to find our event on the [www.clubregistration.net](http://www.clubregistration.net) website.

We have arranged for Tuesday night trailer and car drop off at the track. The track will be open for drop off between 6:00pm and 8:00pm. Even if you're not dropping a car off, we encourage you to come to the track between 6:15pm and 7:30pm for registration and tech to ease the rush in the morning. Following the drop off, we will be holding a get together at the Nickel Pit BBQ on Franklin St, [www.nickelspitbbq.com](http://www.nickelspitbbq.com), arriving there about 8-8:30 PM on Tuesday night.

We now have two sources for your HPDE day car insurance should you wish to insure your car for the day. Hagerty will now offer HPDE day insurance for your car whether or not Hagerty insures your car for street use. Visit their website at <http://www.hagerty.com/hpde> for more information.

We are also letting you know that a few of our drivers are using On Track Insurance (<http://www.ontrackinsurance.com>). You can also call them to provide coverage for your car should you desire.

I found the rates for both companies to very reasonable. Please understand that neither club has any connection with Hagerty or On Track Insurance other than to let participants know that their coverage is available to those that wish to purchase it separately from the registration fees.

**Some things drivers will need to know before you arrive!** You are responsible for getting your car professionally inspected for safety and for bringing the form with you. All forms are available on our ClubRegistration.net page and will be attached to your registration confirmation letter. You will not be able to participate without the safety form. Cars are required to have equal seating and restraint systems for both driver and Instructor. You will need a Snell (SA) 2015 or Snell (SA) 2020 Helmet. Snell 2010 helmets are NOT acceptable anymore. Motorcycle (M) or expired helmets are NOT, I repeat NOT acceptable! Cars must be roll over certified by the manufacturer. Lotus Elise/Exige are okay as are the Mercedes-Benz SL's and Cabriolet from 1990 on, and R107 SL's with hardtop 1973-89, and Porsche 911 and 914 targas and 911 cabriolets from 1997 on. Other open cars must have at least a 4-point competition rated roll bar. Open cars will need arm restraints for both driver and instructor or the top must be in place. You must supply arm restraints for your instructor if you have an open car.

Please contact Jim Roberts at [jertoosaver@bellsouth.net](mailto:jertoosaver@bellsouth.net) if you have any questions about the compliance of your vehicle.

**We are once again offering our Performance Driving Experience for those who want a "taste" of the full Education Day.**

You will be shadowing an instructor who has a beginning (Green) student. You will attend the morning drivers meeting for general information you'll need during the day. Then you will attend the Beginner/Novice classroom session to make you aware of what you will experience when you first get on the track. For your first on-track session in the morning, your instructor will drive with you as a passenger. The instructor will point out various aspects of the track such as flag station positions, braking, turn-in, apex, and track-out instructions. Then in the afternoon, your instructor will accompany you in your car with you driving. Since no helmet is required for The Experience, speeds are not to exceed 70mph and will be limited by your instructor. No passing will be allowed and speeds will be strictly enforced with gentle braking and moderate cornering speeds. You may use any car as long as it is street registered, inspected and insured. Please also keep in mind that your everyday car insurance will probably not cover you when you are on a racetrack. The event enrollment will be limited and will be taken on a first come, first taken basis and is really limited by the number of instructors we have for the event. Cost is \$125

**Event Policies & Indemnity Policy.** Participants acknowledge that The Mercedes-Benz Club of America and Lotus, Ltd driving events entail known and unanticipated risks which could result in damage to the participant, to property or to third parties, physical or emotional injury,



paralysis or death. The participant understands that such risks simply cannot be eliminated without jeopardizing the essential qualities of the driving event. Participation in this event is purely voluntary, the participant expressly agrees to accept and assume all associated risks and elects to participate in spite of the risks.

**Refund and Cancellation Policy.** Cancellations received at least 30 days prior to the event will receive a full refund subject to a \$20 per entrant service charge. Cancellations received at least 2 weeks prior to the event will receive a refund of 50% of their registration fee. Cancellations received within two weeks of an event WILL NOT RECEIVE A REFUND. Event will be held RAIN or SHINE!!!!!! In addition, NO REFUND WILL BE MADE FOR NO SHOWS. If garage space is full and you have paid, your \$40 will be refunded.

**Spectators** are welcome at the event and there is no cost. However, Watkins Glen requires visitors to be preregistered in order to get into the track. If you would like to come, watch, and hang out with your fellow car buddies, you must contact us in advance of May 31st, so we can get you credentials and entrance into the event. Please email Tony at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) if interested.

**Hotel/Motel.** The LOONYs have been staying the Watkins Motel for the Lotus Rendezvous that we hold in September and really like the 1960's look and feel of the motel. The Watkins Motel (<http://www.watkinsmotel.net>) has only 17 rooms and I have personally booked the entire motel for Tuesday May 30th. The cost is \$120 per night by our special arrangement. Payment is made by mailing me a check for the day or days you want. You can stay earlier or later at the same price per day if you wish, just let me know. Since I have reserved the whole motel, you MUST contact ME, [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com), if you want one of the 12 rooms left. I need to confirm those rooms by April 30, so if you want one, let me know ASAP. Please note that all monies I receive go directly the motel. Everyone pays the same price! Nothing is retained by the organizers!

**The Watkins Glen Harbor Hotel**  
<http://www.watkinsglenharborhotel.com>,  
 has in the past offered a special "Car Club" rate. Please call them, mention the "Car Club" rate to check their rates.

**Laps During the "Lunch Hour" at Watkins Glen.** Your car must be street registered for the "Lunch Hour" Laps. This lapping of the track is done at low speed and is run entirely by Watkins Glen International. Lotus, Ltd. and the Mercedes-Benz Club of America have nothing to do with this and we are only notifying you that it is available and if you are interested please contact the race track. No helmets or roll bars are required for the "Lunch Hour" Laps and you do not need a Lotus for this. Any street registered vehicle is welcome! I have seen motorhomes on the track at this time!

We are very happy to have The Mercedes Benz Club of America, Finger Lakes Section join us for the fourth year in sponsoring this day at the Glen. We look forward to our continuing relationship with the Finger Lakes Section so that we may keep bringing our club members events like this. So, please come join us for a fun and Sports Car filled day at Watkins Glen. It's one of those "bucket list" days you'll be talking about for a long time to come!

Please email Tony at [tvacc@lotusowners.com](mailto:tvacc@lotusowners.com) if interested in the event and you have any questions.

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**CLASSIC  
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# First three Show Cars Leave CTL for China

The final weeks of 2022 saw the crew at CTL finishing off the first of the three of the five showcars they had been working on since September.

By the first week of the New Year the Mark I, the Eleven and the Type 99T were heading out east to to help tell the story of Lotus to its new audience in China and to help grow the Lotus brand in China and the far east. The final two showcars, Types 25 and 79, which were nearing completion at the time the first three left, were looking set to travel out in late March.

Most of the crew who worked on the build of the first three cars were able to come out for a somewhat chilly, end of 2022 Team photo shoot to show off the three cars that cover nearly 40-years of production. Clive Chapman, who was heavily involved in the concept and planing of the Mk1 Trials Car in particular commented on the the cars. "What an incredible period of development this was for Team Lotus and the automobile industry in general. Going from the 1948 Austin 750cc powered Mk1 to the 1000hp fully active-suspension Honda V6-turbo powered Type 99T driven by Ayrton Senna and Satoru Nakajima during the 1987 season.



*classic team lotus*  
**NEWS**









# Living the Lotus Life!

by Tony Vaccaro  
images ©Tony Vaccaro



**Driving my wife Joanne's Honda Civic the other day, I pulled into my corner station for fuel. It was an unusually warm day for February in Western New York. A Mercedes-Benz AMG was on the other side of the fuel pump island. I always have Lotus and the club on the "brain" so as I put my card into the payment slot, I thought of the AMG only a few feet away.**

For the past decade or so Lotus Ltd has worked in conjunction with the Mercedes-Benz Club of America organizing and planning our Performance Driver Education Day at Watkins Glen International Racetrack. While we get any of Mercedes-Benz and Lotus cars at the Glen, when a Mercedes-Benz pulls into tech, it is usually an AMG model.

Looking across the pump, risking that the AMG driver might think I am some nut trying to do who knows what, I see he is a young guy probably in his late 30's. Breaking the ice I tell him, "That's a nice AMG". He smiled and we proceeded to talk a bit. I told him about my Lotus cars. He said he admired them, particularly the Esprit of which while growing up he had a poster of on his bedroom wall. "Why don't you join us for a Driver Education Day at Watkins Glen?" I asked. His response was "What's Watkins Glen?"

His response was one that I certainly did not expect. When I told him the history of Watkins Glen, he was surprised that somewhere other than the Circuit of the Americas had hosted a Formula 1 race. It did bring up an issue that I had never thought of before. To the "young" auto enthusiast, the only race circuit to host a Formula 1 race is the Circuit of The Americas in Austin Texas.

Thinking some more about this, it is not surprising. October 5, 1980, the date of the last Formula 1 race at the Glen was closer to the start of World War II than we are today to that last Watkins Glen Formula 1 race. Therefore, it is difficult for

the average young sports car owner to envision themselves driving the same racecourse as Mario Andretti, Emerson Fittipaldi, and Niki Lauda. I should not be too hard on the AMG driver as he was probably not born when that last F1 race at the Glen was held. I was however, and I was upset I could not remember who won the Glen's final F1 race.

Living my Lotus Life has involved many trips to Watkins Glen, as a spectator, driver, and a car show attendee. I cannot imagine what my Lotus Life would have been without Watkins Glen International Racetrack. In 1987 we held Lotus Owners Gathering 7 at Watkins Glen. We invited Innes Ireland to be our guest speaker. Innes was the winner of the very first Formula 1 race for Team Lotus, at Watkins Glen in 1961. In 1999, Watkins Glen called me to ask a favor. They told me they realized the sports car attendance at the Glen was falling off. They made me an offer I could not refuse. If I got Lotus Ltd. members, the LOONYS and a bunch of other sports car owners to come to the track for the Saturday Vintage Festival, they would give us use

of the track on Monday for a Driver event. So it came to pass that on the next Monday, in my new race suit, (a younger man's clothes that I can no longer fit into), I drove my Caterham 7 on Watkins Glen International Racetrack! It would be the first time of many times I would take a Lotus or Caterham on the track with other Lotus Owners.

Our next Performance Driver Education Day is May 31st at the Glen. My Lotus Life right now is consumed with working with Dave Nagler and Jim Roberts, planning for that last Wednesday in May. Please consider Living the Lotus Life with all of us in the beautiful area known as the Finger Lakes Region of New York State. With it being the Wednesday after Memorial Day, make it a long weekend. I am planning lots of other things to do besides the track activities. There is the Corning Glass Museum in Corning NY. The wonderful Glenn Curtiss Museum is in Hammondsport, NY and it is a place not to be missed.

If you would like to join us as a driver or instructor please find more information elsewhere in the issue of ReMarque. If you would like to just join us for the day to hang around and look at the cars, please send me an email to tvacc@lotu-sowners.com. I will add your name to the spectator list.

I cannot think of a better way to Live the Lotus Life than to spend it with us at the Glen. By the way, the driver that won the last F1 race at the Glen was Alan Jones. If you knew that you are one up on me as I had to look it up!

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# INDIANAPOLIS "500"

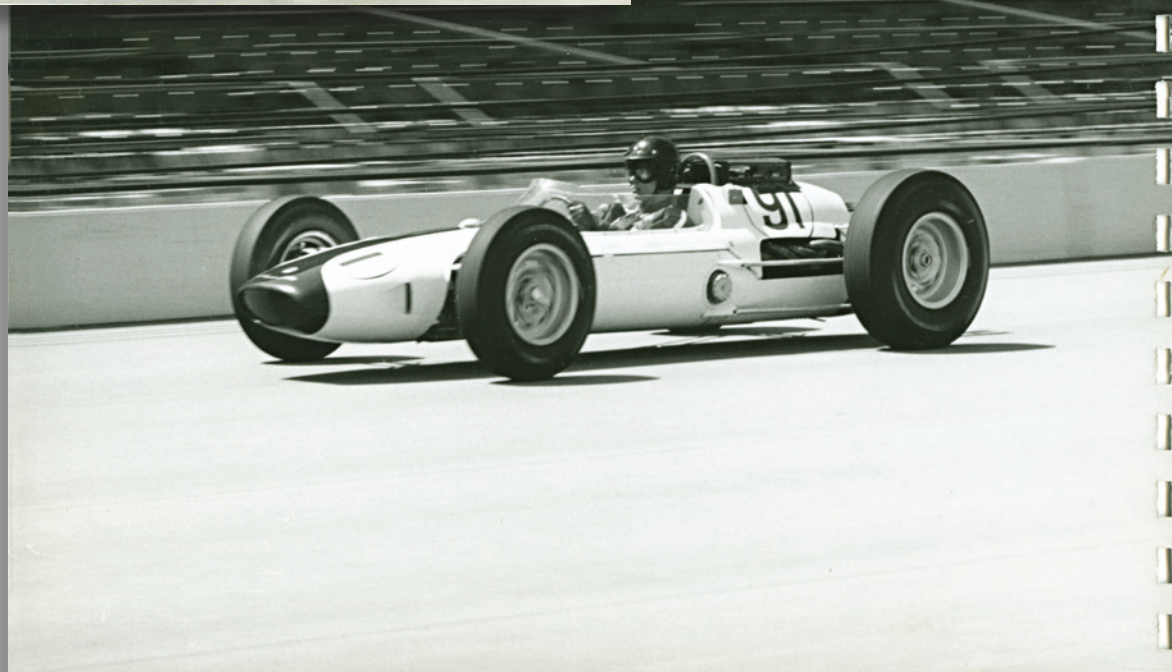
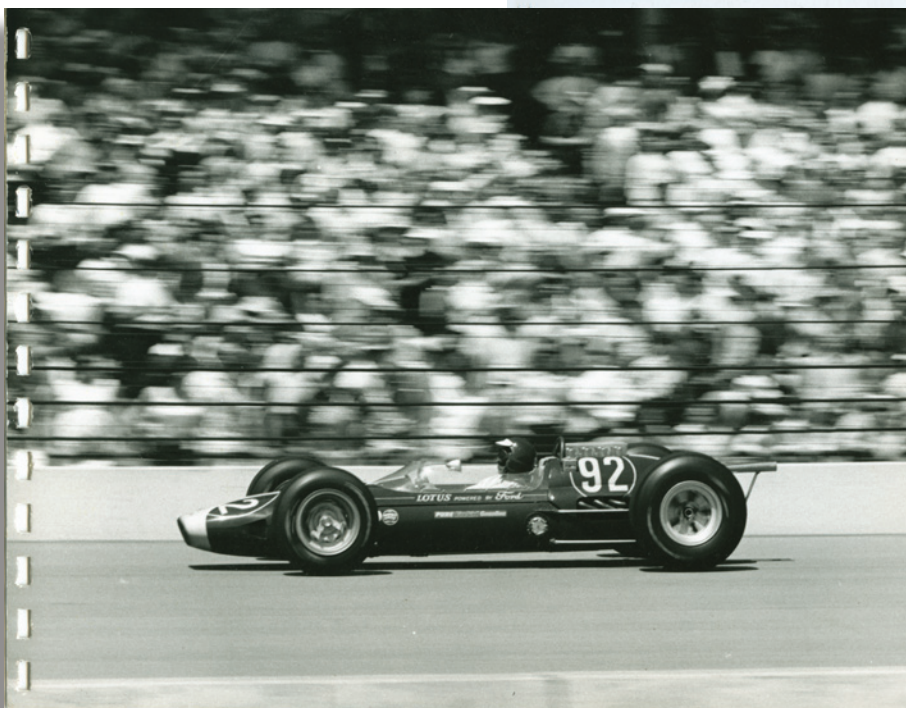
This photograph album of what we feel are historically significant, and previously unseen images, by an (as yet) unknown photographer, were taken at the 1963 Indianapolis '500'.

Given to Colin Chapman in 1963, the bound Album of 47 images was recently re-discovered in the Chapman family collection. We would like to thank Clive Chapman for permission to publish the images here. If any reader does recognise the images as previously published, or knows the identity of the photographer please contact the editor on: [coterieltd@aol.com](mailto:coterieltd@aol.com).

## MAY 31, 1963

How Lotus came to be at the Indy '500' in 1963 was totally down to the actions of a certain Mr. Daniel Sexton Gurney.

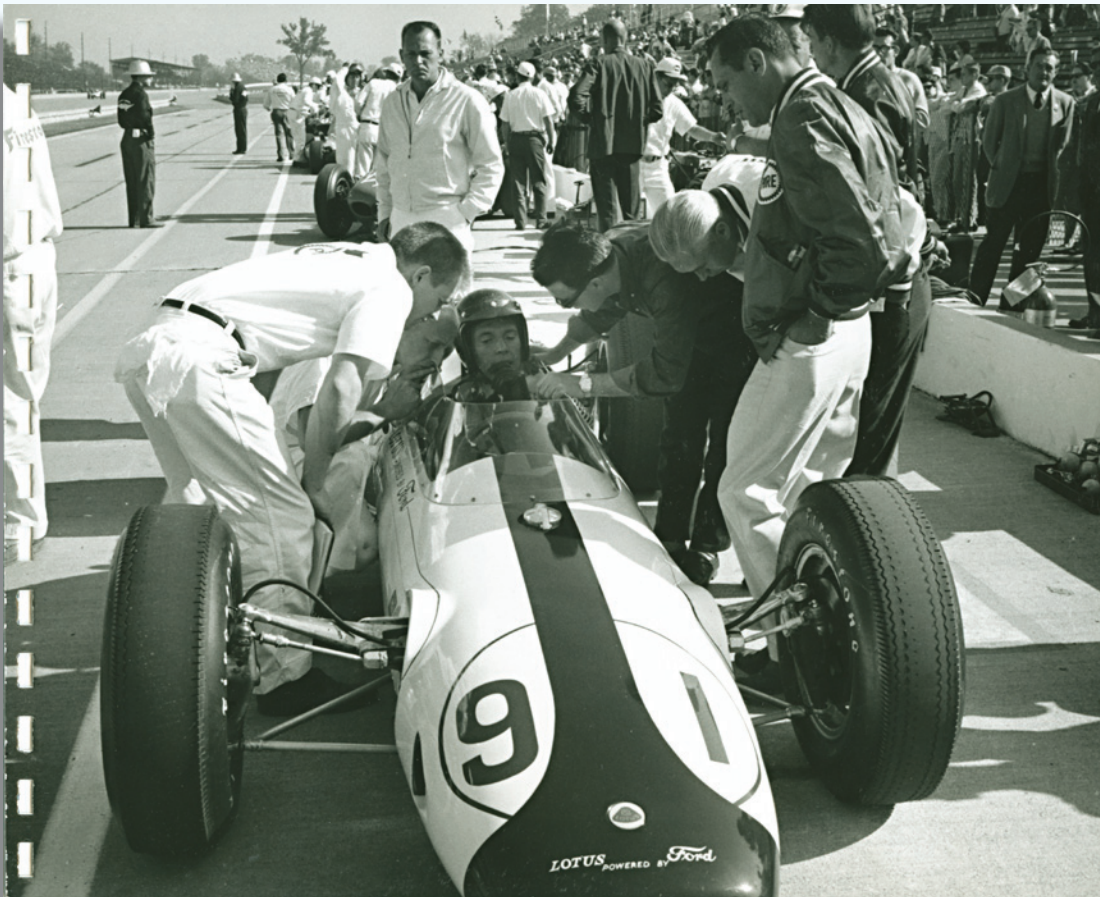
When Colin Chapman had unveiled the new Lotus 25 at Zandvoort, Dan Gurney, then driving for Porsche, was so impressed that he had told Colin, 'You should take a car like this to Indianapolis, you could win it!' Later on, Dan, who in 1962 was going to drive a new rear-engined car at Indy, designed by American Mickey Thompson, made a





more formal approach to Colin and offered to pay his fare over to the States just so that he could watch the race and make up his own mind about the possibilities. After his return, when he described the old-fashioned front-engined 'roadsters' he had seen, he was laughing his head off!

In July 1962, Colin flew with Dan Gurney to the USA for a meeting at the Ford factory in Dearborn, Michigan. Ford, with whom Chapman was already working very closely in Europe, were now very keen to obtain a foothold at Indianapolis and they decided that for the 1963 race they would develop a special light-alloy version of their Fairlane V8 engine. They were encouraged in this because they had previously acquired an example of the four-cylinder 4.2-litre Offenhauser engine - used up to then by almost every competitor - and had been surprised to discover that it was giving only 407bhp. After considerable development they had succeeded in coaxing 400bhp out of the Fairlane engine and, what was even more interesting, it was capable of giving 365bhp on normal gasoline, which would mean a saving of two pit stops over the cars using the methanol-burning Offy engines. Ford agreed to supply two of the engines and to foot the bill for the entire operation. In return for his introduction, Dan Gurney was to be Jimmy's team-mate.



Clark made his first acquaintance with the 2 1/2 -mile Indianapolis track after the 1962 US Grand Prix at Watkins Glen (which he won), when the team took the winning Lotus 25 to the circuit to carry out some tests and to be observed by the officials prior to them accepting an entry for 1963. 'Indianapolis is big and impressive,' wrote Jimmy in his book, 'with quite the largest grandstand I have ever seen. Everything was laid on and everyone was interested in our ploy. After all, it was not every day that someone arrived with a puny little 2.5-litre racing car producing only 175bhp on their sacred track and, just to see that I was a good little boy, the officials had invited a number of drivers along to watch me go round and to see that I did the correct thing at the correct time. This was one thing which really annoyed me. They treated me like a kid who had never raced before.

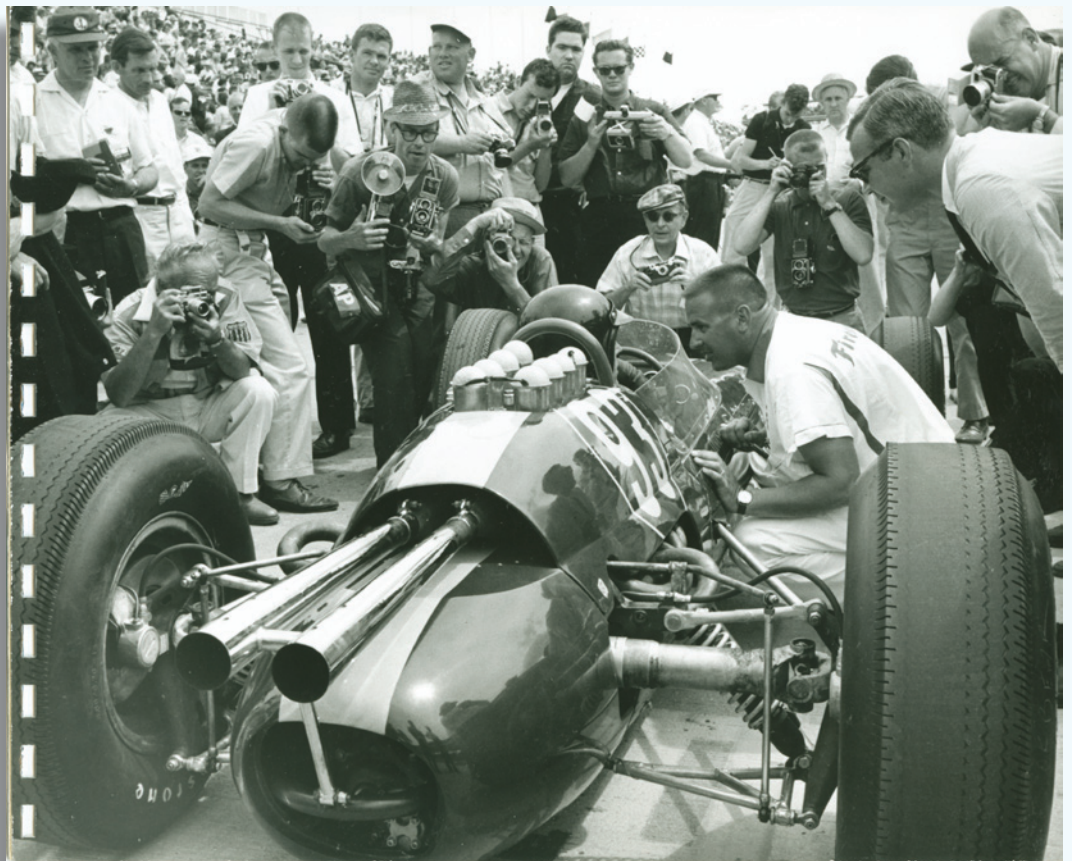
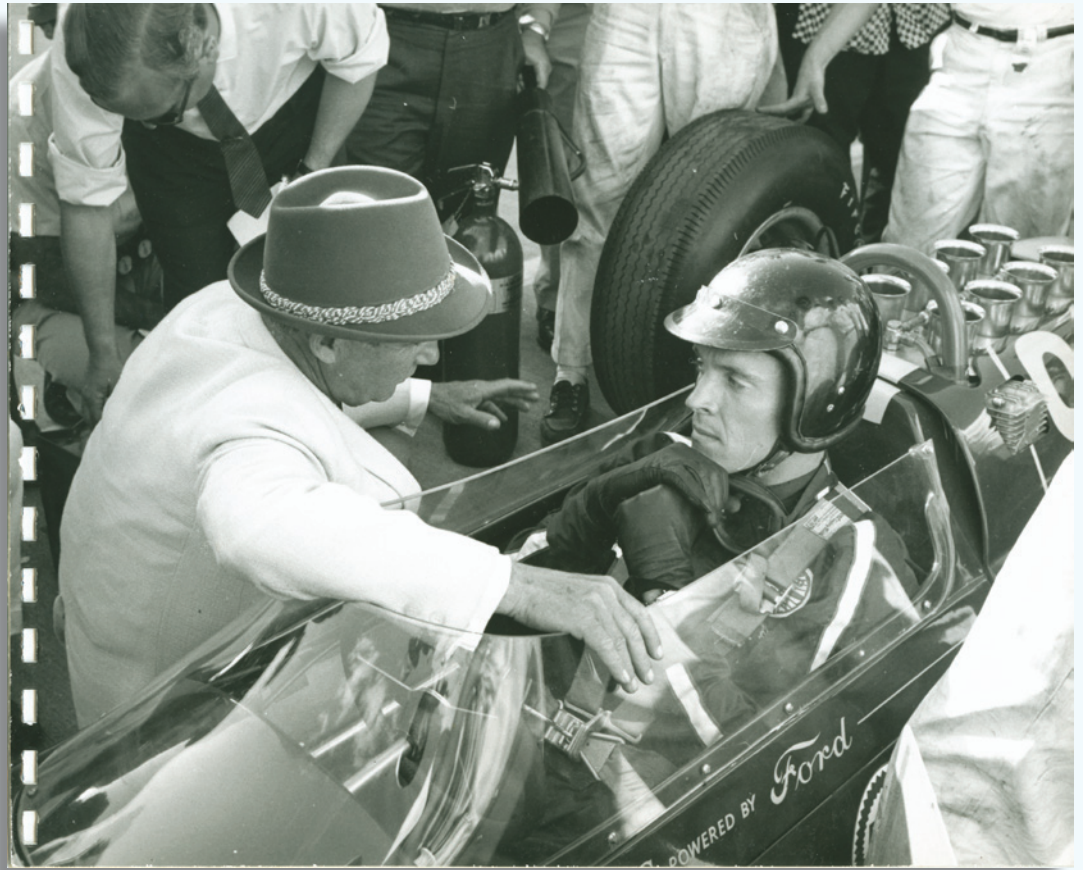
'On this first occasion I took things easily and tried to get the hang of driving round left-hand corners all the time. Remember this car had come straight from Watkins Glen, so it was running on normal racing

tyres and not set up for the left-hand turns or the banking. I did about 100 laps on that occasion and I remember thinking it was all a bit dull. My fastest lap of 143mph average made most people sit up and take notice, but what made them even more interested was the speed at which I was taking the turns. The Indy cars rely on their acceleration between the bends to give them high lap times and the fastest time an Indy car had recorded on the turn was something like 138mph. Our Lotus was doing over 140mph on the corners so what we lost on the straights in sheer acceleration, we gained on the corners.'

Meanwhile, back in Cheshunt, Len Terry was busy designing the new car for Indianapolis. Although designated the Lotus Type 29, it was in fact a scaled-up Type 25 with a 5-inch longer wheelbase in order to conform with the local minimum length regulations. Generally, however, the construction was beefed-up considerably which made things relatively easier for the designer because he was forced to conform to a much higher minimum weight requirement than Formula 1 regulations prescribed. Provision also was made for an asymmetrical length to the suspension links, to allow for the fact that all four corners of the track were left-handed, which would even out the load, provide better grip and even out the rate of wear on the tyres.

The prototype was ready in March and after a short de-bugging session at the Snetterton circuit in England was flown to Ford's test track in Arizona. At first, the team met with a considerable number of engine problems but, by the time they had moved on to the 'Brickyard', Ford finally managed to obtain some reliability from their production-based V8. Once out on the track during the protracted practice sessions, Jimmy's and Dan's performance was soon on par with the best that the American 'roadsters' could achieve. Clark's qualifying speed was 149.750mph (241kph) with Gurney only fractionally slower at 149.019mph (240kph).

A furore was created amongst rival teams when it was seen that Lotus cars were fitted with 15-inch tyres specially made for them by Firestone and this was to have far-reaching effects on the future of motor racing. The traditional Indy teams were very concerned that Firestone had provided these smaller tyres for Lotus and, as if they felt they were the main reason for the Lotus cars being so fast, they petitioned for them to be made available to everyone! When it became apparent that not everybody was going to be able to race on these tyres, some drivers - notably A. J. Foyt





- phoned up the Goodyear tyre people and said, 'Come to Indy, we are waiting for you!' This was to spark off Goodyear's entry into motor racing in a very big way over the years to come.

The atmosphere at Indy that year was quite unique. The Americans had, of course, seen the European brand of rear-engined cars before, when, in 1961 Jack Brabham managed to qualify 13th and finish in ninth place in his Cooper-Climax. The Cooper attempt in 1961 was on a scale nowhere near approaching that of the Lotus undertaking in 1963, backed as it was by the full strength of the second largest car manufacturer in the United States. It was this which was really the 'fly in the ointment', since the Indy 'establishment' deeply resented seeing so many US dollars being pumped into a foreign team.

Although socially the Team Lotus crew were looked after very well indeed, with plenty of parties to keep them entertained, on the track it was a very different story and the Americans pulled no punches in their efforts to prevent a Lotus win. Moreover, the race officials were even openly against Lotus, as they would find out on race day.

After three-quarters of the race had been run, the only two cars left in contention were Jimmy's Lotus and Parnelli Jones's Offy roadster owned by that arch-priest of Indy racing, 'Aggie' Agajanian. However, because numerous crashes and incidents had meant that the yellow warning lights had frequently been on, Jones had suffered less than had been expected from the two extra pit stops which he had been forced to make due to running on methanol. When there were only another 25 laps to go - out of a total of 200 - Jimmy started to put the pressure on and began to catch his rival. From being ten seconds behind he gradually reduced the gap to seven, six, five and then 4.5 seconds, by which time all quarter-of-a-million spectators were on their feet, quite unable to believe that their own great champion might be defeated by this little green car from England in the hands of, to them, and unknown driver.

Suddenly, the leading car began to lose oil and it was not Parnelli Jones who was slowing down, but Clark who was having to ease his pace simply because the track was becoming increasingly slippery from the oil dropped by the big American machine. The oil was leaking from a crack in the side of the external oil tank and was plainly visible to those on the trackside, so Colin Chapman naturally rushed up to the Clerk of the Course, Harlan Fengler, to protest: 'What are you waiting for man, his car is a danger to everyone?' But Fengler, stalling for time, sent for a pair of binoculars under the pretext of wanting to examine the car as closely as possible.



Meanwhile 'Aggie' Agajanian had also joined them, screaming every bit as loud as Colin that Jones should be left alone. However, while all the arguments were taking place, the level of the oil in the Offy's tank had fallen below the split, which of course meant that oil was no longer leaking. By then, though, the track was so slippery, with cars spinning everywhere, that the race had to be completed under the yellow warning lights and so that was that.

Although Jimmy Clark and Lotus had to be satisfied with second place, there is no doubt that under the circumstances, and since it was the Team's first attempt, it was their moral victory at least and the next day the American press were very critical of the Indy 'establishment'.

In point of fact, second place was still worth around 100,000 US dollars so, with expenses paid, the prize money and bonuses from Ford and other manufacturers, it was not such a bad deal for Lotus after all! Later in the season, Jimmy proved the superiority of the Lotus 29 by annihilating all the opposition at the important Milwaukee race, and threatening to do the same at Trenton, New Jersey, until an oil line fractured. Chapman had certainly now made his mark in the USA and, in particular, at Indianapolis.







# magazine watch IN THE UK & US

by Foster Cooperstein  
images ©Coterie Press

Autocar looks back to 1962 and Jim Clark winning the 1962 Mexican Grand Prix. Clark's Lotus wouldn't fire up so the race start was delayed. Eventually, he was pushstarted and the race was on. However, Clark was black-flagged on lap 11 due to the push start. Team Lotus called in his teammate, Trevor Taylor (who was running third) and Clark took over Taylor's car. Clark then set the lap record as he drove Taylor's car to the win. Autocar, 16 November, 1/3-page.

There is a one-page review of the Caterham Super Seven 600 in the 7/14 December issue of Autocar. This retro Seven is powered by Suzuki's 660cc 3-cylinder turbocharged engine (84bhp). The car weighs a bit more than 1,000 pounds. It is only available with the narrow body and uses the live rear axle and narrow, 155 section, tyres. The light weight allows the Suzuki engine to deliver a 6.9 second 0-60 with a top speed of 105mph. The assembled cost costs around \$39,000 (UK). Because of the live rear axle, this Seven isn't as supple as its more expensive brethren but still delivers what you expect from a Caterham. Rated 4.5 stars.

See the 23 November issue of Autocar for their Best of Britain Driver's Car 2022. The Caterham Seven 420R was the only Lotus or Lotus-related competitor, placing 7th, 28 points behind the choice, the Porsche 911 GT3. However, the Caterham had the 4th highest point total in the track portion of the ratings. It also set the 6th fastest lap time, 2.5 seconds slower than the Porsche 911, which finished 5th. Fastest around the track was the Ferrari 296 GTB, 7.7 seconds faster than the Caterham. The sequential race gearbox was a hit. The car had the second slowest top speed (136mph) of the 10 contestants (69mph slower than the fastest). Some comments about the Caterham: the car "has so much grip that it feels underpowered", "... in the end it was only exhaustion that made me stop lapping in it" (18-pages).

Emerson Fittipaldi went to Lotus's Hethel test track to drive the special edition 'JPS' Evija. While there he also drove his Lotus 72/5 an event that was also featured on the cover of the Nov-Dec issue of reMarque. It has been 50 years since Fittipaldi and 72/5 won the F1 championship. This was part of the events celebrating the 72 topped by the gathering of all of the surviving 72s. Octane, February, 1/4-page.

Also in the February Octane is an article about the specially prepared Austin-Healey Sprite that ran the 1966 Targa Florio and other major sports car races. The car started life as an ordinary 1959 Sprite Mk1. It was highly modified which provides our Lotus link. One of the key modifications was to incorporate the complete suspension from a Lotus 26R. 7-pages

Among the cars on display at the Museo Nazionale Dell'Automobile in Turin, Italy is the Lotus Cortina Mk1 which was one of the British cars disqualified from the 1966 Monte Carlo Rally due to a violation of the headlight brightness rules (they could be adjusted rather than the usual hi/low settings). The same car won the 1966 RAC Rally. Classic Cars, March, 1/8-page.

There's an interview with Peter Riches in the February Motor Sport (7-pages). Riches, the British Touring Car Championship technical director, worked for racer Chris Meek helping Meek develop his Europa race car in the mid-1970s. According to Riches, "It was always declared legal but I can tell you that it wasn't". Colin Chapman awarded Meek a trophy for the most Lotus race wins during the 1978 race season. That was the same year that Riches applied for a job as Andrew Ferguson's deputy at Team Lotus, losing out to Peter Collins. However, Chapman liked Riches and sent him to Tony Rudd, who hired him to be a production manager at Lotus Cars. Right after Ronnie Peterson died at Monza, Chapman sent Riches to Team Lotus because he believed that Team's manufacturing operation wasn't up to snuff. Chapman felt that had Peterson been able to drive the spare Lotus 79 he would have been higher up on the grid and wouldn't have been involved in the accident that killed him. Riches found that Chapman liked to innovate but not develop. When Team Lotus moved from the Type 79 to the wingless Type 80, the 80 didn't work as expected and Chapman reverted to the 79, rather than refine the 80 design. The pace was exhausting. Even when he didn't travel with the team, he often had to be in the office all night, because of time zone differences, in case they had to make a new part. Riches went back to working for Tony Rudd at Lotus Cars, staying until the end of 1995. He ran the powertrain department. Rudd was a supportive boss. One of Rudd's maxims was: "if you mess up make sure I know first; if I found out first, then you are in trouble." Riches was approached to become a scrutineer, which was encouraged by Lotus. After leaving Lotus in 1995, Peter has been a full-time scrutineer/technical director.



When BRDC members visited Classic Team Lotus for one of our famous Factory Tour sessions, Chairman of the BRDC Peter Digby took the opportunity to present the recently awarded Colin Chapman Trophy to East Anglia regional co-ordinator Peter Riches. Clive Chapman was there to offer his congratulations. Ex-Team Lotus driver and BRDC member Martin Donnelly was present to talk about his time with the team. The group was photographed with the recently completed Type 25 showcar

Also in the February Motorsport (1-page) is this month's "My Greatest Rival" column, looking at Martin Donnelly (a LOG 39 guest) and Damon Hill when the two were in the British F3 and F3000 championships. Donnelly had nine wins compared to Hill's four and outscored Hill 174 points to 121. Donnelly talks about the 1987 Scotland Superprix when the pair were teammates. Donnelly moved right at the start of the race, pushing Hill toward the marbles. Both locked their brakes into the first turn. Hill shot across Donnelly's bow, across the grass, and into the barrier. The race was stopped. Donnelly went on to easily win the race but the accident divided the team. They were called into their sponsor's office on Monday and both were "relieved of their drives". They were reinstated three weeks later.

Among the cars owned by Octane staff members is a 1969 Elan S4. This is a new acquisition, a car that hadn't been run much since 2012. The deal was done, and he started the car, topped up the tyres and fuel, and drove the car home. Next up – get it on a lift, check the chassis, and add an auxiliary fan. Octane, January 2 pages.

Bernie Ecclestone is the subject of another article in the February Motorsport (8-pages). He was interviewed as part of TV series about F1. In preparation for this series, the producers came across some film from a 1969 BBC program Chief Executive containing an interview with Colin Chapman. Chapman justifies the loss of racing drivers, comparing the sport to "climbing a mountain", seeming to dismiss any responsibility.

Gavan Kershaw, Lotus's director of attributes and product integrity, is interviewed in the March Octane (5-pages). Kershaw grew up in Norfolk and raced karts as a kid. He started at Lotus as an apprentice in 1988, in the same induction group as Matt Becker. He spent a year at Norfolk City College while working at Lotus. Kershaw continued racing, moving from karts to Superstox Formula 2, with some sponsorship from Lotus. John Miles gave him some technical help as well. By his early 20s, Kershaw was a junior chassis engineer. He worked on the development of the Elise (and owns an S1). He also owns an Esprit GT3. The later Esprits are the first Lotus he feels he had a significant role in developing. He spent many hours on track developing the Exige Autobyte race cars. The day after the Exige's first race, he began work on the Exige S1, followed by the 340R and the Esprit V8, then more Elises, and the M250 project. He continues to race, driving the Classic Team Lotus 30 at the Silverstone Classic. Kershaw has been through a lot during his 34 years with Lotus. Kershaw talks of his time at Lotus: "For the low points have only been financial, its never the product. Everyone at Lotus is passionate, so motivating people isn't hard and it works both ways ...".



Autocar's Japanese editor drove the latest Caterham Seven 170, the Suzuki 3-cylinder powered Seven, designed to meet Japan's kei car regulations (small cars). The car is a minimalist version of the Seven and with some carbonfibre parts, weighs less than 970 pounds. Autocar, 11 January, ¼-page.

The Lotus Type 133, Lotus's Taycan rival, is set to debut this year, according to Autocar (4 January issue, 1/3-page). Pictures of an early development version were published on the Chinese social media platform Weibo. Expect it to have strong styling cues from the Eletre.

Another article in the 4th January Autocar may interest Lotus fans. This piece is about "super-SUVS" and features the Eletre. It is expected to be as fast as a Ferrari 296 GTB from 0-62. ½-page.

LOG 39 speaker Martin Donnelly is the Motorsport Great in the 21/28 issue of Autocar (1/4 page). Donnelly was a very competitive driver and drove for Team Lotus in 1990 in the Lamborghini-powered Lotus 102. His career ended after his horrendous crash during practice for the Spanish GP, which left him strapped to his seat, in the middle of the track. Today he's the driving standards steward at Goodwood.

An exceptional collection of Elans was to be auctioned at the Race Retro event (Note: the auction was in February). The collection included Colin Chapman's +2, Diana Rigg's Avengers Elan, Ron Hickman's Sprint, Jochen Rindt's S4, Peter Sellers' S3, Keith Duckworth's S4, Rob Walker's S3/SE, and the last Elan produced, a Sprint. The Rindt, Sellers, and Rigg cars were each estimated to sell for \$140,000+. Classic Cars, April, ¾-page.

Autocar looks back at its issue from 1979, including an interview with Colin Chapman. He said "Where I've been lucky is in having a number of opportunities presented to me which I've been able to take.". Also in that issue was an article about how the Lotus cars of the day – Esprit, Elite, and Elcat – are built. Autocar 18, January, ¾-page

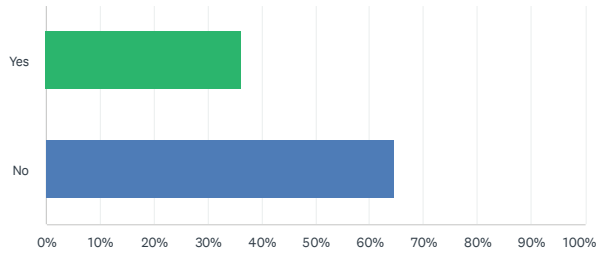
The March/April Absolute Lotus is out. A pair of Exige 410s dominates the cover with an S3 by the title block. This issue's featured article subjects include a look at the pair of Exiges, owned by a husband and wife, the rebuild of the Esprit S3 by a bond fan, the 910 engine as used for racing, and the restoration of a +2. The Great Race article looks back at the 1961 Solitude, a non-championship race where Innes Ireland led a Lotus 1-2-3. Also, the usual columns: From the Archives, News, Auction Watch, New Products, Small Lotus, Running Reports, Cars for Sale, Modify, Improve and Upgrade, and Ghosts of Magazines Past.

See the March issue of US Classic Motorsports (3-pages) for an Elan buyer's guide. This brief guide gives a number of reasons why someone would want an Elan, a short history of the car's changes from its 1962 introduction until the end of production in 1975. There are three examples of cars recently sold as well as a shopping advice page written by Lotus, Ltd. member Hayes Harris. Note: A few years back Classic Motorsport restored a very rough Elan and followed the restoration for several issues.

# LOG 41 SURVEY RESULTS

## Q1 Is this your first Lotus Ltd. LOG?

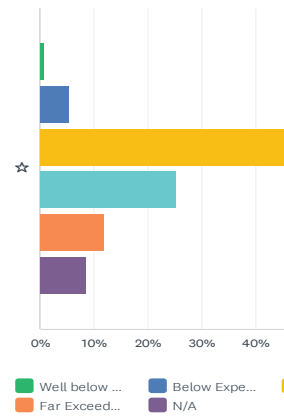
Answered: 127 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	36.22% 46
No	64.57% 82
Total Respondents: 127	

## Q5 How would you rank the fac

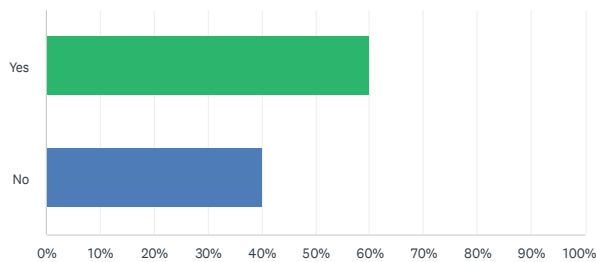
Answered: 127



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS
☆	0.79% 1	5.56% 7	47.62% 60

## Q2 Have you attended one or more previous Lotus Ltd. LOGs in the past 8 years?

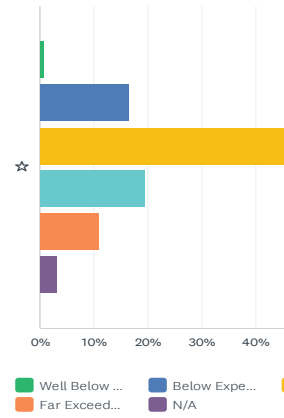
Answered: 127 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	59.84% 76
No	40.16% 51
Total Respondents: 127	

## Q6 How would you rank

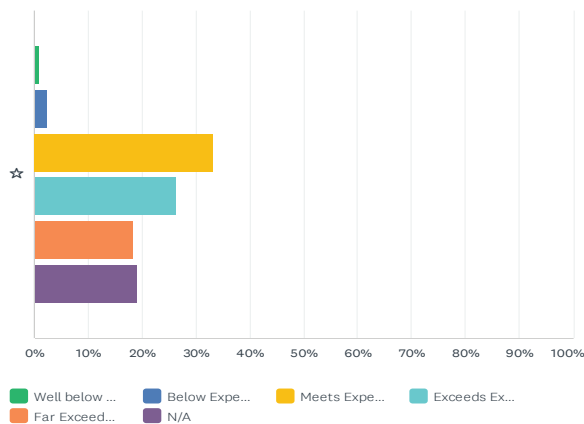
Answered: 127



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS
☆	0.79% 1	16.54% 21	48.82% 62

## Q4 How would you rank the price value of the LOG41 Host Hotel?!

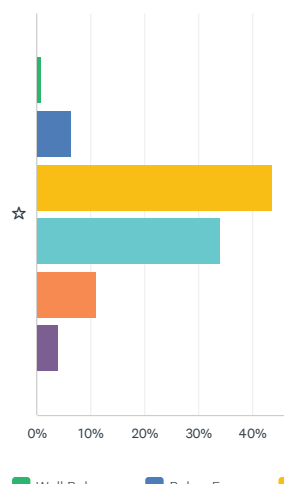
Answered: 126 Skipped: 1



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MEETS EXPECTATIONS	EXCEEDS EXPECTATIONS	FAR EXCEEDS EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
☆	0.79% 1	2.38% 3	33.33% 42	26.19% 33	18.25% 23	19.05% 24	126	

## Q8 How would you rank

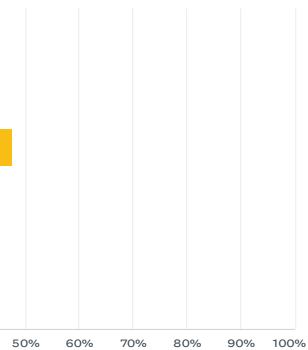
Answered: 127



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS
☆	0.79% 1	16.54% 21	48.82% 62

### ilities of the LOG41 Host Hotel?

26 Skipped: 1

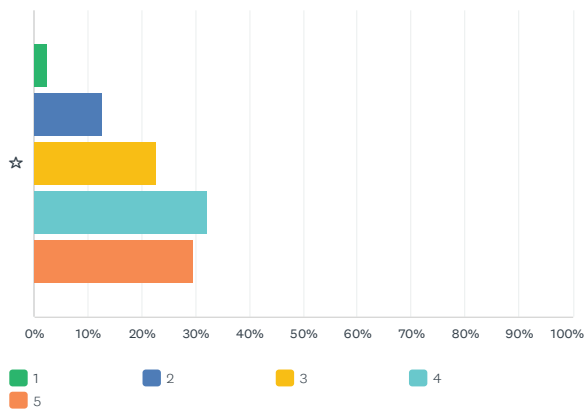


Met Expect... Exceeded E...

EXCEEDED EXPECTATIONS	FAR EXCEEDED EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
25.40%	11.90%	8.73%	126	
32	15	11		

### Q9 How would you rank the Presentations & Speakers at LOG41?

Answered: 118 Skipped: 9



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	2.54%	12.71%	22.88%	32.20%	29.66%	118	3.74
	3	15	27	38	35		

### nk the food at LOG41?

27 Skipped: 0

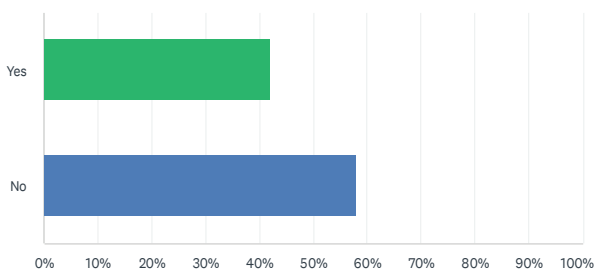


Met Expect... Exceeded E...

EXCEEDED EXPECTATIONS	FAR EXCEEDED EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
19.69%	11.02%	3.15%	127	
25	14	4		

### Q10 Did you test drive the Lotus Emira at LOG41?

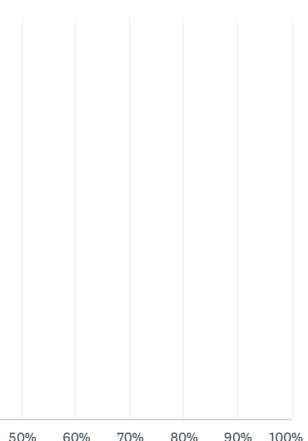
Answered: 126 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	42.06% 53
No	57.94% 73
Total Respondents: 126	

### the Concours at LOG41?

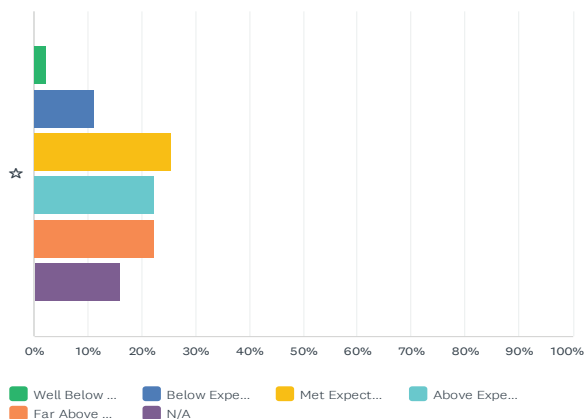
26 Skipped: 1



Met Expect... Exceeded E...

### Q11 How would you rank the Lotus Emira at LOG41?

Answered: 125 Skipped: 2

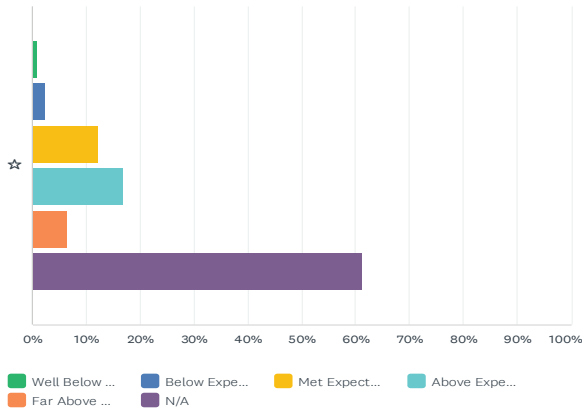


	WELL BELOW EXPECTATIONS.	BELOW EXPECTATIONS.	MET EXPECTATIONS.	ABOVE EXPECTATIONS.	FAR ABOVE EXPECTATIONS	N/A	TOTAL	WEI AVE
☆	2.40%	11.20%	25.60%	22.40%	22.40%	16.00%	125	
	3	14	32	28	28	20		

# LOG 41 SURVEY RESULTS

## Q12 If you attended Tech Sessions at LOG41, how would you rank them?

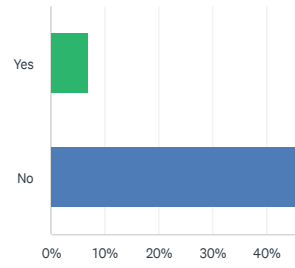
Answered: 124 Skipped: 3



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS	ABOVE EXPECTATIONS	FAR ABOVE EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
☆	0.81%	2.42%	12.10%	16.94%	6.45%	61.29%	124	
	1	3	15	21	8	76		

## Q15 Did you participate in...

Answered: 127

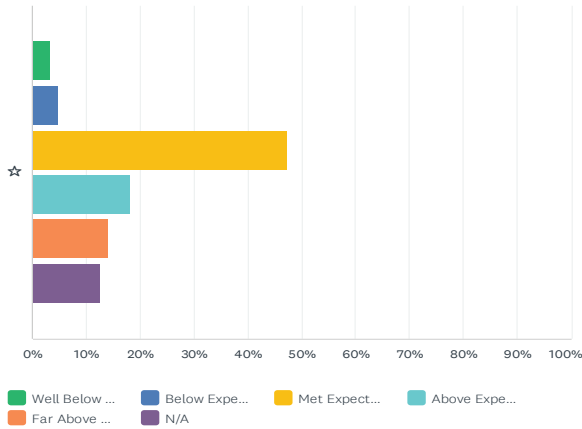


### ANSWER CHOICES

Yes  
No  
Total Respondents: 127

## Q13 How would you rank other activities, and drives at LOG 41?

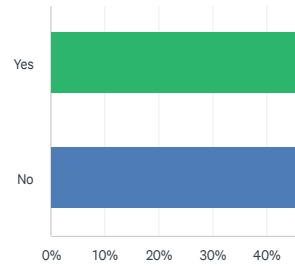
Answered: 127 Skipped: 0



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS	ABOVE EXPECTATIONS	FAR ABOVE EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
☆	3.15%	4.72%	47.24%	18.11%	14.17%	12.60%	127	
	4	6	60	23	18	16		

## Q16 Have you ever participated in...

Answered: 127

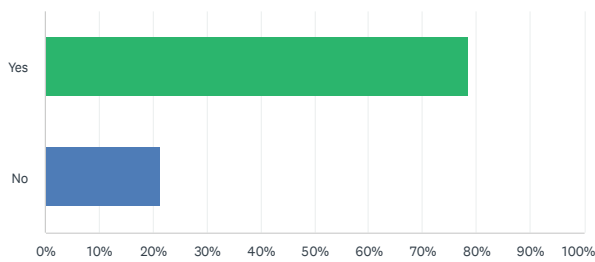


### ANSWER CHOICES

Yes  
No  
Total Respondents: 126

## Q14 Did you bring your Lotus to LOG41?

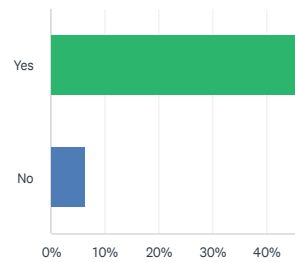
Answered: 126 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	78.57% 99
No	21.43% 27
Total Respondents: 126	

## Q17 Would you attend a LOG...

Answered: 127

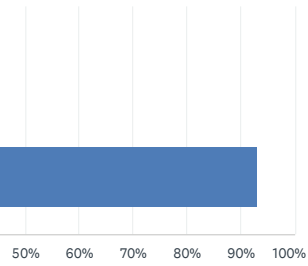


### ANSWER CHOICES

Yes  
No  
Total Respondents: 127

### Rate in the Track event?

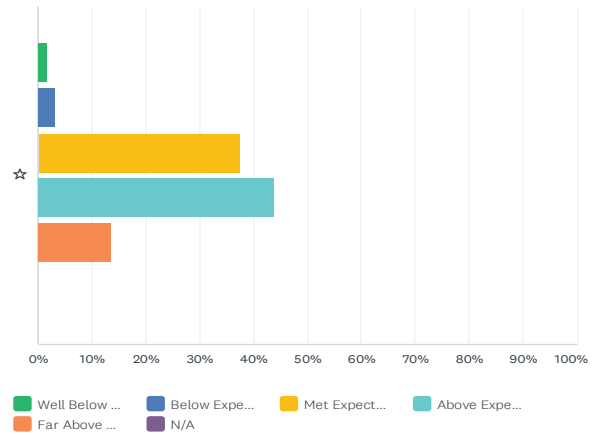
27 Skipped: 0



RESPONSES	
7.09%	9
92.91%	118

### Q18 How would you rate the LOG41 event as a whole?

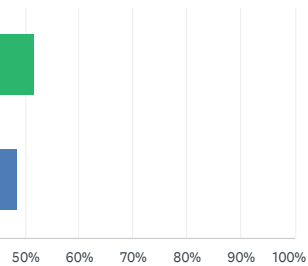
Answered: 125 Skipped: 2



	WELL BELOW EXPECTATIONS	BELOW EXPECTATIONS	MET EXPECTATIONS	ABOVE EXPECTATIONS	FAR ABOVE EXPECTATIONS	N/A	TOTAL	WEIGHT AVERAGE
☆	1.60% 2	3.20% 4	37.60% 47	44.00% 55	13.60% 17	0.00% 0	125	

### Rate in a previous Track event?

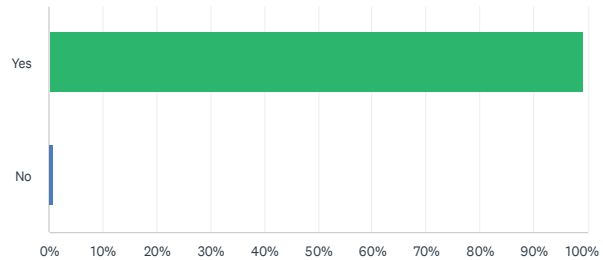
26 Skipped: 1



RESPONSES	
51.59%	65
48.41%	61

### Q19 Did you enjoy LOG41?

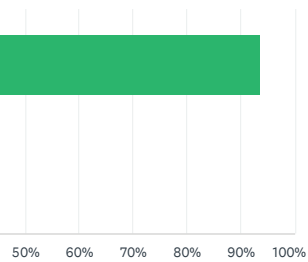
Answered: 126 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	99.21% 125
No	0.79% 1
Total Respondents: 126	

### Rate if there was no Track event?

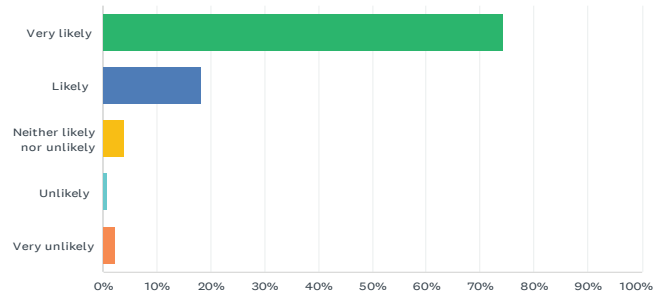
27 Skipped: 0



RESPONSES	
93.70%	119
6.30%	8

### Q20 Will you attend another Lotus Ltd. LOG?

Answered: 125 Skipped: 2



ANSWER CHOICES	RESPONSES
Very likely	74.40% 93
Likely	18.40% 23
Neither likely nor unlikely	4.00% 5
Unlikely	0.80% 1
Very unlikely	2.40% 3
TOTAL	125



club

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## cars for sale

**2005 Elise** Saffron Yellow 35k miles & clean Carfax Never tracked Factory SC installed Soft & color matching Hardtop included Selling due to my recent purchase of an Evora GT. Pictures show additional mods/adds \$52,000 Contact: Brad at [bradaog@live.com](mailto:bradaog@live.com) More pics upon request.



**1971 Lotus Elan S4SE dhc.** 60,000 miles, Location: Hamden CT Perhaps the finest original Elan in the country! This is an exceptional, un-molested, accident-free example, owned for 33 years. Properly maintained and driven regularly. Never needed restoration! Repainted in Colorado Orange. Excellent interior and a fresh Robbins top. Moto-Lita wheel, vintage side mirrors, Cibie headlights and Optima battery. Purchased with only 26K on the clock in 1990, the motor needed attention. It was



rebuilt by Sasco Sports, the only change being first-over pistons. The engine is dead stock, runs flawlessly and consumes no oil. The clutch was replaced at the same service. Along the way the owner has performed judicious updates but has retained most of the original parts: Panaspport alloys+original steel wheels, generator replaced with an alternator, electronic igni-

tion, modern stereo system. The rear drive has been replaced with a CV unit. Recent maintenance includes brakes (pads, rotors and calipers rebuilt all around) and a new stainless muffler. Clutch master and slave were rebuilt and a stainless line added. The car includes the full factory workshop manual and service records. Most parts have been supplied by Dave Bean. Offered at \$70,000  
Call George 203-530-2237

**1972 Lotus Europa** Renault engine, 56,000 original miles. Always stored inside and heated. All original RED paint All original parts except for addition of Weber carburetor. Original carb is available. Professionally reconditioned Lotus alloy wheels. Clean and operational – ready to drive. Purchased in 1974 (2nd owner). Owner too old to get in and out of car. Many photos available. Beautiful Running Europa. \$19,000 Call Mike at 301-648-4940 Gaithersburg, MD.

**1970 Lotus Europa** Mechanically complete. No parts removed, except cooling system radiator and fan (included with car) which were removed & stored to avoid freezing. Fiberglass and windshield were damaged by falling tree limb; no mechanical damage from incident. Interior seats very rough, but dashboard and gauges are intact. Owned by current owner for 33 years but never been run or registered. We have a signed bill of sale and New York state registration from prior owner that can be used for transfer. \$3,000 OBO. (pictured above with my other car for sale)  
Call Mike at 301-648-4940.

**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

**1986 Lotus Excel** 122,226 km, (75,807 miles) on odometer. Left hand drive, all metric. Recently restored by Ragtops and Roadsters. We are asking \$45,000 and although we are longtime LLtd members to make it easier we are selling through Gateway Classic Cars at [www.gatewayclassiccars.com](http://www.gatewayclassiccars.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](mailto:wjokon@yahoo.com) 805-493-2494 CA

**1988 Lotus Esprit #3 of 88 Commenortive Edition** 11,000 original miles. Owned by Lotus Ltd. member inherited by his son, being sold by his son. The same model/year with 165 miles just sold on BAT for \$96,000 asking \$55,000 OBO Miguel Davis (202) 409-8939 [Miguelcdavis@aol.com](mailto:Miguelcdavis@aol.com)

**1959 Elite Series 1**  
Type 14 (CBU1188). 1.5-liter Coventry Climax FWB, Weber carburetors, 110bhp. Ex-Ian Rainford (machinist & racer). Ex-William Taylor (marque historian). Extensively serviced over the last two years by marque specialist Greg Carpenter (rear end, cylinder head, brakes, Webers). Colorado Grand finisher in 2019 (first Lotus accepted into the Grand, see story in earlier re-Marque!) A very quick car. Less than 10k miles since engine rebuild. Price \$90k obo. Kurt Furger, Conifer, CO, 908-296-0080 or [Kurtfurger@gmail.com](mailto:Kurtfurger@gmail.com)

**1967 Lotus Super Seven 1500**  
Built in the UK at Lotus Norfolk factory in September '67. Ford “Kent” Cosworth Cross Flow. Weber Head. 1600 cc. Ford 4-speed. Steel wheels plus spare. Top and windows included. Easily maintained and fun to drive on the track or on Club outings. US\$31,000 ono. Contact Mike Potter on [michaelpotter754@gmail.com](mailto:michaelpotter754@gmail.com)



## 1959 Lotus Seven Series One

Ready to Race, Rally or just have fun on the street. SVRA (SVRA Gold Medallion award), VSCCA and CASC log books. Former Canadian (CASC) champion and winner of the Pittsburgh Vintage Grand. Currently registered in NYS and wears historic plates. Restored in the mid 80's when it was reskinned and the frame was updated. At that time it lost its original frame ID tag and the originality cannot be documented. Original 4 wheel drum brakes with Ford 8-inch twin leading shoe fronts and Triumph Herald rack and pinion steering. Continuously updated and improved, never bent. Excellent tubular space frame chassis, polished alloy body with cycle fenders and polished alloy tonneau. Much, much more to mention but limited space here! Reliable fun car. Asking \$33,000 contact Chris 585-330-5456 or Cdmad4494@aol.com

## 1967 Lotus Elan S3 Vintage Racer

VIN 45/6696. Lotus Twin-cam with twin Weber 45 DCOEs and dry sump (Titan 5-port and alloy sump with braided hoses for oil cooler and remote filter and tank). Lumenition ignition with rev limiter. Original Ford close ratio gearbox and 4.1 differential. Tony Thompson Racing (TTR) Roll cage by Safety Devices (UK). Original chassis reinforced 'à la 26R', no rust, no cracks. Rear halfshafts with CV joints and TTR solid billet hub shafts. Adjustable suspension (for camber) both front and rear. TTR front shocks with adjustable perch and adjustable damping, with Eibach springs. Koni rear struts with adjustable perch and adjustable damping, with smaller Hyperco springs to fit wider wheels/tires. Kirkey racing seat (and one original seat for the passenger). Original wheels with 'transport' tires, and one set of mags with Hoosier tires. Supertrapp muffler with removable discs for sound control. Five gallon ATL fuel cell. Lifeline Zero 2000 remote fire extinguisher. The racing stuff is bolt-on and could be easily removed for conversion back to road trim; original wire loom still there although not currently used. Wooden dash, windshield and original door interior panels and windows included. Car is in Ottawa, came from PA so no import duty tax. \$35,000. Claude Gagné at lotusgagne@rogers.com 613-443-0998 (home).

## wanted

**M100 Elan** Looking for a friend. Red preferred but will consider any color. Tony Vaccaro, tvacc@lotusowners.com

**For 1972 Europa TC** Rear bearing carrier, new or a good used left side. Call Jimmy 303-946-8548, Gearhead007@hotmail.com

**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

**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

## Two 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

**Engine for 1976 Esprit** Will consider anything but would love to get the original motor. At one time the car was in New York City/Long Island area. E-mail James Strickland on js438847@gmail.com

**Hardtop for Series 1 Elan** Would prefer a factory supplied unit but would consider aftermarket. Need all hardware, glass, mountings, and gaskets. Painted and ready to install is ideal but can paint if necessary. Art Siverling coventrylotus@aol.com. 720-498-8612

## parts for sale

**Lotus Elan wheels** Set of four wheels, eight spokes, black, assume for Elan. Approx diameter 14.5" x 6" tall. \$400 or offer, buyer pays shipping (estimate provided to your zip code) More photos by request. Michael <mkelly11@cinci.rr.com



**Lotus Elan steering wheel** complete with Colin's signature. RT has a few separations along seam, but tight. \$200. David Schall, 610-664-5609.,

## 2005 Lotus Elise Front Clam

Repaired, in primer and ready for paint. Would prefer pick-up or buyer arranges freight shipping. \$6,000obo. Contact Allison on 410-833-2329 or allison@treasuredmotorcars.com

## For a Europa S2 (may fit other cars)

Lotus Steel Wheels, set of 4, \$200 or best offer. Original Lotus Europa Radiator, has been fixed but is solid, \$100 OBO. Europa Bumper Set, front is damaged but repairable, rear is OK, \$400 OBO. Center Console and Glovebox NEW, \$400 OBO. Lotus Alloy Wheel, reconditioned w/center Lotus

hub cap & 4 show-chromed nuts/washers mounted on new tire, \$600 OBO. Solex Carb and Air Cleaner Assembly, operational when removed, \$200 OBO. Lotus Alloy Wheel, reconditioned but two curb marks, with center Lotus hub cap & 4 show-chromed nuts/washers mounted on new tire \$400 OBO. Call Mike at 301-648-4940 or contact Phil for photos.

**1970 Lotus Elan RHD** 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 now open and parts very reasonably priced.

## Connecting rods for Lotus Twin-Cam

I have 4 x connecting rods for a twin-cam. Very good condition. \$350 (+\$25 shipping US). Also I have a stock crankshaft for Lotus Twin-cam. Journals polished by machine shop, standard bearing sizes. \$450 plus shipping Contact: lcarboney@vermontel.net

## 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 on 912-313-5700 or kevin@dsavn.com

**1974 Lotus Europa** Have some bits and pieces, ss header, cracked dash with gauges and other small parts. CFMI. Richard 207-389-1008

**2005 Lotus Elise** 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 debora-hengelman@gmail.com

**Europa T/C** New rear sway bar + hard ware, Beans water pump pulley + 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.

## Lotus Books & Manuals

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



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