

# LOTUS

53/3

## reMARQUE







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# LOTUS reMARQUE,

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# PRESIDENT'S MESSAGE

## WHY DRIVE?

So, you want to take your significant other to a getaway destination to refresh and relax. Unless there is an ocean in the way, I strongly recommend you drive...especially if you have a Lotus at your disposal. Why? Let me count the ways driving is better.

- When you take a road trip you are in charge of your route not the airline, ship or railroad. Instead of going from home to some destination because that is where the terminal is, you can go via a dozen intermediate stops or circle back if you wish. Every mid-point stop is an option or you can go direct to your final destination.

- Your time is your own. No need to be at the terminal two-hours before check-in, no need to plan around a schedule. Go when it suits you. Stop when suits you. And, changes to your plans aren't restricted or subject to a penalty fee.

- No need to "schlep" bags over and over. From the house to the Uber, from the Uber to the terminal, from the terminal to the cab and from the cab to the hotel at a minimum. Instead, you throw as much as you want and can fit in the car, and take it out at the end or anywhere in between if you wish. Your choice!

- You can be spur-of-the-moment. Call it a day when you wish. Turn left instead of right. Stop for coffee or the Largest Ball of Twine. Take a hike break. Recline your seat as far as you wish with no complaint. You are in charge!

- Avoid crummy airline food. You can eat anywhere and anytime you wish – a McDonalds or The Chart House...your call.

- Avoid the Interstate and you will see what an amazing country we live in. No more wishing you had the window seat and a map...you do! Think of all the spectacular beauty and interesting places you look down at from 35,000 feet that are just a blur. At ground level there is so much to see.

- Enjoy your own personal space and privacy. Set the temperature, pick your own music or have an uninterrupted conversation for a change. This is your personal transport capsule with no noisy seatmates, loud announcements that interrupt your conversation or people climbing over you to use the toilet. That is why Ann and I are driving to LOG 44 from Colorado Springs. It is roughly 3,600 miles round trip and we will make some special stops on our journey out and back like visiting my sister for a couple of days and seeing Fallingwater which I have wanted to see for decades. How could I do that on a flight? The answer is I couldn't. Drive!

Thanks,  
Ross Robbins

## Cover Image:

The new CLARK Emira was a highly appropriate Course Car for the Jim Clark celebration at Duns in June. image © William Taylor



# 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 Colorado [LOCO] - JAMES COLLINS  
Denver, CO, 303-359-3707, [jamesdeancollins@gmail.com](mailto:jamesdeancollins@gmail.com)

**FLORIDA** - New group hopefully coming soon

## GEORGIA

Lotus, Ltd. Southeast (LLSE) - CURRENTLY OPEN POSITION  
please contact [mickopalak@yahoo.com](mailto:mickopalak@yahoo.com) if you are interested

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that this number is a business line for Sports Car World (Regogo  
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## Lotus, Ltd. Club News

### It is official: Lotus, Ltd. Tartan is revealed

Created for Lotus, Ltd., North America's largest Lotus car club, this bespoke tartan pays tribute to the legendary Scottish driver Jim Clark and the passionate community that carries forward the Lotus legacy. The design draws inspiration from the Cameron of Erracht tartan, Clark's family tartan, with colours taken from his iconic Lotus 38, the car he drove to victory at the 1965 Indianapolis 500.

Released for LOG44 will be

- The tartan registry certificate
- A woven sample of the tartan cloth for display



# 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 Chiffreller 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)

We hold monthly meetings from January through October. Meetings typically are on Saturdays or Sundays around lunchtime. We meet at a variety of locations but usually at brewpubs around the Denver metro area. We have a summer picnic or brunch event and a potluck Christmas holiday party in December. For more information see our website: [www.lotuscolorado.com](http://www.lotuscolorado.com) or join our Facebook group <https://www.facebook.com/groups/lotuscoloradocarclub/> Or contact club President, Jim Collins, at 303-359-3707.

## 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).

- Lanyards (in lanyard material, not the actual cloth) in Lotus Ltd tartan pattern and color.
- Our tartan and story are now live on their website for the world to see (link above). I think they did a great job representing our Club, Jim Clark and Lotus.
- Anyone may pre-order any item on the site in our tartan, meaning you may order any items.

[www.scotlandshop.com/us/tartan-finder/lotus-ltd](http://www.scotlandshop.com/us/tartan-finder/lotus-ltd).

## Lotus Ltd Tartans

1 variations

Each tartan can have multiple variations, the most common of which are Ancient, Modern, Weathered, Hunting and Dress

ABOUT TARTAN VARIATIONS ▼



Lotus Ltd (Pre-Order)

## Lotus In Pittsburgh (LiP)

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





# A POSTCARD from SILVERSTONE

Lotus cars were well represented at the 2025 British Grand Prix. CTL had three Black & Gold cars running in the F1 Historic session on each day and also had 1965 British GP winning chassis 33-R11 on display. The weather was, err, mixed (this is the UK remember) but all three cars completed every session and even managed to get together for a 'Formation' finish across the old Strat/Finish line in the Sunday lunchtime session right before the Grand Prix.

**William Taylor**



Star of the show was 33R11 which had won the GP in 1965 with Jimmy Clark at the wheel.



Clive Chapman with 88B pilot Andy Middlehurst



In the Red Bull pit garage it was interesting to see how things have changed in F1.







The Formula 3 race had Emira and Emeya as Safety car and Medical car.



Team photo. The CTL crew line-up with Types 88B and 72.



My daughter Olivia who was attending her first GP managed to catch up with Sir Jackie.





## Where did it all start?

Well... when I was in Junior High School, my Father and a couple of his friends went to the Cumberland Nationals and this other place called Watkins Glen every year. My Father was involved in racing from an early age, as he owned a Midget dirt race car that I remember as a young boy. As I was growing up, Dad had a series of sports cars, specifically MG-As and Triumph Spitfires. I learned to drive in the second Spitfire. This was the beginning of my interest in cars!

In 1965, the Pittsburgh Civic Arena broadcast the Indy 500 on closed circuit TV. My Father took me to see it. You all know who the winner was! This is when I started hearing the Lotus name more and more. Dad spoke about these very small lightweight sports cars also called Lotus on his annual weekend trips to sports cars races with his friends, but He didn't have any photos of these cars! I continued to hear the Lotus name in conversations with these Men.



Married at LOG 36 and the Europa was there.

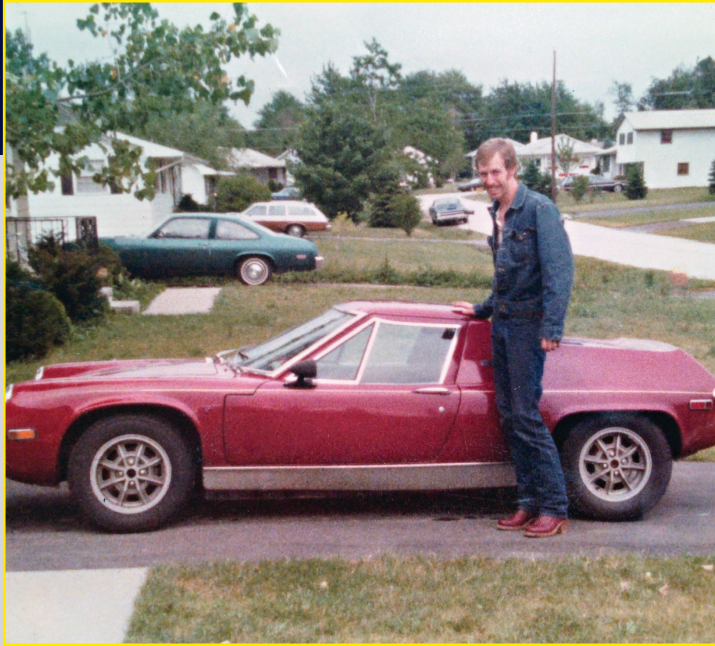


photo credit - Dan Deutsch

June 20 of 1969, two events happened on the same day that would shape my life. My Father took me to Butler-Graham Airport to take my first flying lesson. The hook was set. On the way home we stopped for lunch and the most unusual car I'd ever seen was parked in the lot... an S2 Lotus Europa!! I had never seen a photo of such an unusual car! Those lay backs seats, its low profile! I fell in love with it! Dad said that's the car he was talking about! In one morning My career and a hobby were born.

I soloed that summer July 15, 1969. During my senior year of high school, I flew very little as I was working hard to graduate with a D+ average!! In the summer of 1970 I finished my Private Pilot certification, and it was all uphill from there. I found employment in a local machine shop working as an assembler. That career financed my flying to get me through the necessary ratings I needed to secure a job as a Pilot. It also bought me my first car, a 1969 Ford Ranchero I bought from a co worker. The Europa was still on my mind and the S2 was being replaced with this new Twin-cam version; however, it was more expensive.





Time went on but the dream didn't die. Finally on April 2, 1974 I took delivery of my Lotus Europa Twin-cam Special, 74-3270R! It is a 1973 and was used as a demo car at Lotus East, the US Lotus distributor. The Europa had 3,800 miles on it, and I was lucky to also get a bit of a discount. I traded that 1969 Ford Ranchero in on the Europa and I still have that car today!

After about five years of continued training acquiring additional pilot ratings and building flight time, I secured my first flying job on July 19, 1976. I flew freight and US Air Mail for my first two years in the business flying nightly. I progressed on to flying people instead of freight, and over the years acquired four Type Ratings in different jets. I'm rated in Learjet (23, 24, 25, 28, 31, 35, 55. Yes, the LR-JET Type covers all of those!). The remaining three are Cessna Citation Jets, CE-500, CE-700, and CE-750. I love flying all of them, but My favorite is the CE-750 Citation X! I retired from Netjets Aviation in Columbus, Ohio January 10, 2024 as a result of a company policy change mandating age 70 retirement. I had a great career with no regrets, no violations, no accidents, and only three engine failures all in jets! I exceeded a little over 25,000 flight hours in my career. I miss flying a jet, but I don't miss the job. I haven't flown a plane since January 8, 2024.

In early 2018 I made a phone call to Lotus Western NY to ask Matt Serwacki about prices on this new 430 everyone was talking about. He didn't have any in stock (as they never imported the 430), but said to look on his website to see if there was anything I may like... and there was! Long short, over a few weeks coordinating money, my busy flying career being on the road constantly, I finally bought



a brand new 2017 Evora 400 in red with black pack. This is exactly how I would have ordered it to spec, right there in stock. March 15, 2018 I happily took delivery of My new Lotus! The Evora 400 has taken Brenda and myself all over the country for two distant LOGs and various car unrelated trips! It is by far the best long distance traveling car I've ever owned. Mine is stock, I've had minimal issues with it other than a clutch which actually came apart due to a defect. All the recalls have been addressed, it is serviced regularly at Lotus of Pittsburgh.

I mentioned My Beloved Brenda (above left)... I met Brenda in April of 2014. After about a year of courtship we decided to get married! It all started with her commenting on my annual posting of my Europa Purchase memorial on Facebook. We had common friends. Two weeks later, Brenda got her ride in my Europa to visit some of those friends!

So, some of you may have attended LOG36 at Princeton NJ. After a short conversation with the Chairs of LOG36, we decided to get married at LOG36 in Princeton NJ. August 5, 2016 was a great fun event for us, made special by many of our Lotus Friends who were there to observe!!! Special thanks go to Genevieve High (Brenda's Sister) and Richard Parramint for being our attendees at our Wedding! We will be happily celebrating our ninth Anniversary just a month before LOG44!

All of this and Living the life with a Lotus leads us to co-hosting this year's Lotus Owners Gathering, LOG44 here in Pittsburgh, Pennsylvania. I'm looking forward to what the future holds and where my Lotus Cars take me!





# Lotus Cars NEWS

July 8, 2025 – Hethel, UK

## LOTUS RETURNS TO GOODWOOD FESTIVAL OF SPEED WITH A BOLD CELEBRATION OF ITS PAST, PRESENT AND FUTURE

- The groundbreaking Lotus Theory 1 concept car will take pride of place on the Lotus stand for its Goodwood debut.
- Lotus celebrates its role in F1 history, as part of the 75 years of Formula 1 anniversary, with tributes to racing legends Ayrton Senna and Jim Clark.
- The return of Team Lotus, a global community bringing together passionate racers and fans who share a love for motorsport, personified in the Emira GT4 car on the stand, and Emira

With debuts, dynamic displays and a celebration of 75 years of F1 legacy, Lotus is set to return to the 2025 Goodwood Festival of Speed with an immersive line up, bringing together the most comprehensive Lotus showcase from its past, present, and future.

Theory 1 will make its Goodwood debut this year. The concept car is Lotus' showcase of the brand's vision for the future, focusing on innovative design and groundbreaking technology, and will take pride of place on the show stand.

Ben Payne, Vice President of Design, Lotus Group said: "Theory 1 represents the next chapter for Lotus, and we're thrilled to show the car during the event. This concept builds on everything Lotus has achieved in its 77-year history, to push the boundaries for what it means to drive a performance vehicle. We want to demonstrate that you don't need to compromise – with both digital and analogue capabilities working harmoniously in the future car. In doing this, we can bring drivers the best possible immersive driving experience with raw emotion, functionality and connectivity, at the core."

As Goodwood celebrates 75 years of Formula 1, Lotus will pay tribute to its own F1 icons. On display, the Lotus Type 33, driven by Jim Clark to his F1 title in 1965, and the Lotus 97T, in which Ayrton Senna took his first F1 victory. Fans can join Clive Chapman, Managing Director of Classic Team Lotus, and Chris Dinnage, Classic Team Lotus Team Manager (who also served as number one mechanic for Ayrton Senna) for exclusive interviews and personal reflections on both drivers. These sessions will take place on the Lotus stand, Saturday and Sunday at 12.30.



Clive Chapman said: "2025 marks the 40th anniversary of Ayrton Senna's first F1 victory at Estoril with Team Lotus, a defining moment for both team and driver. We also celebrated the 60th anniversary of Jim Clark's unrivalled year of winning the Formula 1 World championship, Indianapolis 500, Tasman Series and the Formula 2 Championship. The talent, technical understanding and passion of both drivers helped push Team Lotus to such great achievements. I am sure the fans at Goodwood will enjoy seeing these iconic cars and listening to our personal insights into the careers of two of the greatest drivers in the 75 years of F1."

Team Lotus is back and will debut its Emira Cup racer. The car is heavily based on the road-going Emira sports car and is designed to take enthusiasts and beginner racers through the ladder from first track days to full competition in Lotus Cup series around the world.

The current Lotus lineup, Evija, Emeya, Eletre and Emira will all be participating in daily dynamic hill runs, and visitors will be able to explore these models in more detail on the Lotus stand, with product specialists on hand to support.





Throughout the weekend, the Lotus stand will be a hub of activity, featuring daily Q&As hosted by renowned journalist and presenter, Natasha Bird. Natasha will be quizzing guests on their experience and lead important discussions about how we bring the joy of racing into a more inclusive era.

Natasha said: “I’m looking forward to hosting a series of discussions on the Lotus stand again this year. We’ll dive into Lotus’ incredible heritage of racing passion and innovation in motorsport and also explore how the industry is moving towards a more inclusive future.”

#### LIVE ON THE STAND

Visitors can enjoy daily Lotus Moments at 11:00 and 15:00 on the Lotus stand, a family-friendly experience full of energy, sound, and surprise.

On Thursday, join us at 11:30 and 14:00 for conversations with Lotus spokespeople, exploring the brand’s DNA and its journey through time. Then on Friday at 14:00, don’t miss a special panel on how we can support inclusion in motorsport from an early age, presented in partnership with Race for Diversity and Inclusion.

Lotus will honour two of the greatest drivers in motorsport history, Jim Clark and Ayrton Senna, with a tribute to their racing legacy and the iconic Team Lotus era. On Saturday and Sunday at 12:30, join Clive Chapman for exclusive interviews and personal memories of these F1 heroes.

ENDS



# Jim Clark 60th Anniversary Celebration Weekend

## Duns Castle 28th and 29th June 2025



CLASSIC  
TEAM LOTUS

The Jim Clark Trust welcomed visitors to Duns Castle to help celebrate the 60th anniversary of Jim Clark's second Formula One World Championship in 1965. The event commemorated the hugely successful year in which Jim Clark won six out of ten Grand Prix held that year to clinch his second world title. In addition, Jim Clark won the Indianapolis 500 race in May, where he was the first European to win the race since 1916. He also won the Tasman Series held in January/February 1965 held on the circuits of New Zealand and Australia.

The weekend began with a 'meet and greet' Friday evening reception at the Clark family farm in Edington Mains. A hog roast and welcome drink or two were a special moment for the car owners, sponsors and special guests of the Jim Clark Trust. To replicate the well-known Lotus advertisement of a kilted Jimmy sitting on the car, Jimmy's personal Series 1 Elan, 997 NUR was displayed along the driveway.

The setting for this 60th Celebration extravaganza was the spectacular Duns Castle in the Border region of Scotland. The gothic landmark just a stone's throw from the Jim Clark Motorsport Museum was the ideal venue to bring together some of the most significant cars in Jim Clark's history. The demonstration run groups were appropriately led by the new CLARK Emira (see front cover) from Lotus Cars which was making its debut UK public appearance.

Classic Team Lotus brought along five significant Jim Clark cars for the occasion, Types 18, 32B, 33, 35 and 49 chassis R2. Quite incredibly, the actual chassis' present were three of Clark's four winning single-seaters from 1965.

The Type 33 sat alongside the Type 35 (see opposite page) with which Clark won the British and European F2 championships in 1965. Run by Ron Harris it last changed hands in 1970 and has remained in unrestored condition exactly as it was when it retired from racing in 1966. It's probably the most original unrestored Clark car in existence. A real timewarp exhibit.

Formula One chassis 33R11 made its debut at the non-championship Race of Champions at Brands Hatch before giving Clark back to back wins at Spa-Francorchamps, Silverstone and the Nürburgring. Despite sitting out of Monaco to compete at (and win) the Indianapolis 500, Clark comfortably won that year's F1 World Championship.



Then there was the Type 32B car from the 1965 Tasman Series. This car which was driven by Arthur Chapman over the weekend, has the distinction of having been built specifically for Jim Clark who was the only person to drive it for Team Lotus. He won 75 percent of the races he entered and, of course, claimed the Tasman title that year.

CTL also brought along Jimmy's first Lotus single-seater racecar. The 1960 Formula Junior 18/701 was making its first appearance after a two year restoration for the Italian owners the Panini family back to period correct Monaco 1960 spec and carrying race number 114. The family were on hand to see and drive the car for the first time since it was completed. Clive also took a turn behind the wheel of 701 to see how she ran.

Event-goers also had the opportunity to meet personalities from motorsport. Sir Jackie Stewart was mobbed by adoring fans wherever he went, while Dario Franchitti who was one of the guest speakers at the Saturday evening Gala Dinner held in the Volunteer Hall in Duns (where Jim was granted the freedom of Duns in 1965), took to the driveway of the Castle in 49R2 (the 1967 Dutch GP winner no less!) for one of the many live







# JIM CLARK 60th Anniversary Weekend



CLASSIC  
TEAM LOTUS



















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CLASSIC  
TEAM LOTUS

# The 2025 Classic Team Lotus Garden Party

Images © William Taylor, Stephanie Ewen



**With an example of nearly every Esprit model type given pride of place on the lawn of East Carleton Manor, the 2025 Classic Team Lotus Garden Party celebrated the 50th Anniversary of the Paris launch of the Lotus Esprit.**

The event saw a global guest list of people traveling from across the UK, Europe, the USA and even Australia. Special guests from the Esprit's history included Giorgetto Giugiaro the original designer of the Esprit, who flew in from Italy with his son Fabrizio, Peter Stevens who was responsible for the 1988 re-design, Julian Thomson who did the same with the S4 in the mid-nineties and Russell Carr, current Design Director of Lotus Cars and who remodelled the car for the final time in 2002.

Mike Kimberley, former CEO at Lotus Cars who had worked alongside Giorgetto Giugiaro and Colin Chapman, was also in attendance.

Lotus Cars were fully behind the event and brought along Theory 1, as well as a full selection of the current range including a stunning pearlescent purple/pink example of the Evija, the new Clark Emira and the current GT4 Emira race-car. Head of Design at Lotus Cars, Ben Payne was there to tell us about current plans for the brand.

With nearly every Esprit model represented, some iconic moments in the car's history were represented by individual displays around the grounds of East Carleton Manor, with the standout being CTL's very own Bond submarine Esprit submerged in the pool.

A gold Series 2 sat proudly in front of the iconic image of Colin Chapman and his Cessna Chancellor.

An Olin Mk IV ski-laden Turbo Esprit helped to complete the Bond effect! Kit Lotus put on their usual fabulous display of scale models, including a built-up version of one of the new Agora 1:8-scale The spy Who Loved Me Esprit submarine kits.

As well as the Esprit anniversary celebrations which saw all the guests gathered together for the traditional group photo, the Garden Party saw a remarkable tribute to Team Lotus legend Jim Clark which brought together what is probably the most significant ever collection of his racing cars seen together in one place at one time.

*classic team lotus*  
**NEWS**





Above: As Ayrton Senna pulls into Parc Ferme at Estoril in 1985, Keyi Szymanski jumps for joy. 40 years later Kenny was back in Estoril (middle) to celebrate with Chris Dinnage (left) and Bruno Madiut of Renault (right).







The historic display marked 60 years since the great Scot won both the Indianapolis 500 and the Formula One World Championship, as well as the Tasman Series and the Formula 2 British and European Championships.

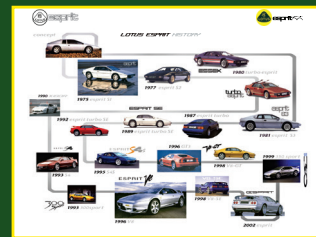
As event-goers lined the tarmac to see them in action the Clark cars were driven up the driveway of East Carleton Manor by Clive (Type 25), Chris (Type 49), Arthur Chapman (Type 21), Andrew Beaumont (Type 18) and Joaquin Folch (Type 32B)..

The remarkably original Type 33 Formula 1 car on display was making it's first public appearance after a painstaking restoration to by CTL over the past two years. 33R11 has been restored to as close to exact 1965 British GP specification as possible. Even the slightly out of true placement of the CLARK name decals on the front bodywork is replicated down to the last millimeter.

There was also Clark's Type 35 Formula 2 shown in its completely unrestored state, having been mothballed after its final outing in 1965. The Garden Party marked the first time its had been seen in public since 1970.

The Type 49 on display was flown in from the States to appear at the Garden Party and the Jim Clark weekend in Duns later this month, after which it will be shipped back across the Atlantic for owner Chris MacAllister to display at the Lotus LOG40 event in Pittsburgh later in the summer..

Each one of the guests at the Garden Party was presented with a copy of both of the Limited Edition posters that were produced to celebrate the occasion.

















# magazine watch IN THE UK & US

by Foster Cooperstein  
images © William Taylor

The Emira is getting upgraded. The V6 model gets retuned dampers, new gearbox mounts, and a tweaked cooling system – priced at \$125,500 (UK), while the 4-cylinder turbocharged version now has a quicker shifting dual-clutch gearbox – priced at \$103,400 (UK pricing). 11 June Autocar, ¼-page.

EVO looks back at the 1990s, including the Elise S1. The other cars compared are the Renault Clio 16V, TVR Griffith 500, Porsche 911 Carrera (1996.1), Ferrari F355, and Subaru Impreza RB5. The Elise, Ferrari, and Porsche were the top 3 cars in EVO's first car of the year selection. The Elise is described as a "... subtle, cerebral machine". It won the 1996 Performance Car of the Year. The seat provides perfect support. Heel and toe are difficult due to the location of the steering column. And the gear change can be vague. The car has the Bilstein suspension, an option offered late in the S1 production run. It is slightly stiffer and has better damping. One of the reviewers describes it as: "It's the perfect modern sports car..." July, 26-pages.

The 1974 Lotus Elite prototype that was part of the company's press fleet (it was also photographed for the sales brochure by Stewart White at Monitor photography - see image on opposite page) and then served as the test bed for a Rover V8 engine before the project was aborted has changed hands and will be restored. The car, minus the V8 and with a Lotus 907 engine,

went to Graham Atkin, then head of engineering at Lotus. By the late eighties, Atkin parked the car, and it ended up in his garden, under a hedge. It sat there until Atkin went to an event for former Lotus employees. Roddy Michael heard about the car. Michael and several friends extracted the car. It took a day and a half to remove because the car had significantly deteriorated. Michael displayed the car at the Practical Classics Restoration Show at the NEC in March. July Classic Cars, 1-page.

Interested in a Seven S2? A dealer is offering a 1960 Seven S2 for \$32,500 (UK). Much of the car's history is documented. The bodywork is solid, although the car shows signs of use. The front wings' paint don't quite match the rears or the nose. The interior is in excellent condition. The wheels and hub caps are in excellent condition. The car was rewired and some electrical components replaced. The camshaft is a competition spec. That, combined with the Weber carbs, and out of sight choke and starter button, makes starting a protracted process. Once warm, it idles steadily. The steering is precise and the brakes are good. While not a perfect car, it is well priced. June Classic Cars, 1-page.

Autocar's Steve Cropley went to Hethel to speak with designer Russell Carr. Carr likes the simplified Lotus management structure since Matt Windle was elevated to CEO of Lotus Europe. Carr confirmed that future sports cars are under development but couldn't disclose any details. Carr is busy configuring production versions of the Fittipaldi series of Evijas. Cropley is hunting for a Mk1 Lotus Cortina. 18 June, 1-page.

Autocar's Matt Prior writes about Caterham's new engine supplier, Horse. Horse is a joint venture between Geely and Renault. Caterham will use the engine in its Academy racecars. They are also producing a new Seven road car, the 310 Encore. It will be powered by the last of the Ford 1.6-litre Sigma engine, tweaked to 152bhp, with a lightened flywheel and a sports suspension (as well as some other upgrades). Only 25 will be built, costing \$52,000 (UK). 18 June, ½-page.







**A**utocar columnist Damien Smith looks back at Ayrton Senna. While Senna was a great driver, his win at all costs mentality, unique for the time, wasn't acceptable to all racing fans. His move to Lotus from Toleman was an example of that. He had problems with Toleman's manager. At the end of the season, even though he had a three-year contract with Toleman, Senna felt free to move to Lotus, and he did. Senna had some great drives with Lotus, often outclassing the field. After leaving Lotus, he drove Alain Prost off the road to win a world championship. He sees Max Verstappen as the modern analogue of Senna. 16 April, 1-page.

**T**he Emeya is driven for a road test in the 28 May issue of Autocar (6 pages). It is the third EV from Lotus's and first saloon car since the Lotus Carlton. Its closest competitor is the Porsche Taycan, (which isn't selling the way Porsche expected). Autocar doesn't expect the Emeya to be a big seller, seeing it as Lotus's attempt to show the world that it can produce a serious fast saloon, regardless of its power source. The model tested is the 600 GT. It is the saloon version of the Eletre, using the same architecture (800 volt, very large battery, and numerous dynamics-enhancing tech). The 600 uses the same dual motors as the Eletre, while the 900 replaces the rear motor with a 604bhp unit and a two-speed gearbox. Unlike the Eletre, the battery's cooling elements are housed in a channel through the middle of the battery pack. The charging rate is faster than that of the Eletre, using newer technology. The Emeya's wheelbase is 50mm longer than the Eletre's. By using aluminium in the structure and some body panels, the car is closer in weight to the Taycan but is still heavy and has lots of protrusions. The interior's material and build are a great improvement for Lotus and has a 15.1" touchscreen. The reviewer thought that the car could use more dedicated buttons

and that the floor in the rear and boot are high. The car's performance was ok, not great. Its 0-60 time is ½ second slower than the Mercedes-AMG EQS 53 and only 0.2 seconds quicker than the single motor Taycan. Braking was good but over-sensitive at low speeds. The steering is good, making the car feel smaller than it is but the handling lacks sufficient adjustability. The car grips the track well, so much so that the tester couldn't get it sideways. The assisted driving technology didn't work very well. On the other hand, it was easy to disable. The cruise range is disappointing – 237 miles. The Lotus has a max regen rate of 80kW compared to the Taycan's 400kW. While the charging system's speed is industry-leading, it doesn't work well on 400-volt chargers. The base model costs \$112,200 (UK). A Taycan 4S costs about \$13,000 less (and there are cheaper Taycan models available. Option costs for the 2 cars are similar. All said, the reviewer found the Emeya to be a "good electric saloon and a good Lotus". The Taycan is described as "a more rounded and technically impressive proposition". It was rated 4 stars and in the middle of five rivals.

**C**AR looks back at 50 years of the Esprit (July, 10-pages). The article begins with Mike Kimberley telling how Lotus designer Oliver Winterbottom wanted Kimberley and Colin Chapman to meet Giorgetto Giugiaro at the 1971 Geneva motor show. Giugiaro suggested that he create a show car with Lotus. Chapman, looking to replace the Europa Twin-Cam, thought it a great idea. As the saying goes, the rest is history. When they returned to Hethel, Kimberley built a lengthened and widened Europa chassis and sent it to Giugiaro. After that Kimberley, Chapman, and Winterbottom began flying to Italy 2 or 3 times a week to see the project develop. Although Giugiaro meant the car to be built of steel, Chapman built it in glassfibre. It was displayed at the 1972 Turin show and took another three years to turn the concept into





a production car. The Esprit debuted at the 1975 Paris motor show. Featured in this article are Esprit S1 chassis 39, a 1980 Essex Turbo, and a 2000 Sport 350.

**M**ore on the Donington Historic Festival in the August Classic Cars (3 pages). The 1960 Le Mans 2-litre Elite took to the track. Entered to be driven by former LOG guests John Whitmore and Innes Ireland, the car was withdrawn after the other team car crashed during practice. According to this article, the crash was caused by the failure of experimental suspension struts. After Le Mans, Lotus returned the car to standard spec and sold it as a road car. It was recently restored to its original racing spec. Classic Cars August, 3-pages.

**A**lso in this Classic Cars – an unusual 1968 +2 with a vinyl nose. The car had been off the road since 1994. Apparently, the car's engine seized and the engine was removed for a rebuild, as well as suffering a fire that damaged the bonnet. Vinyl was laid over the damaged area. ½-page.

**C**lassic Cars looks at some of the cars of 1975. Among them is the Lotus Eclat. The car tested has been restored with a galvanized chassis and a 2.2-litre engine. It was expensive, selling for almost 10,000 pounds in July 1977. That, and it being a glassfibre car, made it a tough sell, despite the performance. The press raved about the car when it was introduced – Autocar said it was the best Lotus in years. Other cars reviewed are a Ferrari 308GTB, Porsche 911 Turbo, Golf GTI, and Jaguar XJ-S. There's also a page of car ads from 1975. 22-pages.

**C**lassic & Sports Car looks at 10 V-8 powered British cars. An Esprit V8 was up against a McLaren MP4-12C. The much newer McLaren is much more powerful than the Esprit, with a power to weight ratio of 418/tonne to the Esprit's 254. It is also more than 100 pounds lighter than the Esprit. The Esprit's brilliant chassis and agile suspension can't make up for the McLaren's power. Clearly, this comparison isn't a fair one. Lotus's development of its V8 engine gave new life to the Esprit. Other cars driven are the TVR Cerbera 4.5, Jaguar XKR 4.2, Daimler SP250, Bentley S2, Morgan Plus 8, Aston Martin DBS V8, Triumph Stag, and Daimler Majestic Major.

**L**otus produced a special Jim Clark edition Emira, with a green and yellow livery. It incorporates design elements for the Lotus 38 Indy car. The driver's seat is red, (the passenger's is not!) as was Clark's 38 and it has several other special 'touches' such as a facsimile of Clark's signature on the dash. Lotus is producing 60 units. It will cost \$115,000 (UK), a premium of \$33,000 over the standard car. It won't be sold in the US. Motor Sport July, 1-page.

**M**otor Sport looks at the story behind F1: The Movie. Brad Pitt's Sonny Hayes character is based on former Team Lotus F1 driver (and LOG guest) Martin Donnelley. Donnelley and Derek Warwick, both drove the uncompetitive Camel-sponsored Lamborghini-powered 102. Donnelley's horrific crash occurred during practice for the 1990 Spanish GP. A suspension failure sent him into the trackside barrier. The car was destroyed, and Donnelley was left strapped in his seat in the middle of the track. July, 1-page.

**S**ilverstone is celebrating F1's 75th anniversary with a new exhibit with a number of Lotus-related items. Among them are a Lotus 72 and Alan Mann Lotus Cortina KPU 329C. Motor Sport July, 2-pages.

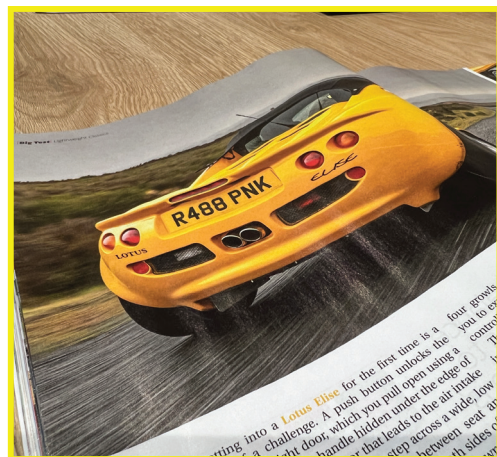
**L**otus is cutting costs, again. Worldwide tariffs and other uncertainties are forcing Geely to streamline operations. The first sign of this was the cutting of 270 jobs at Hethel in April. While sales almost doubled between June 2024 and April 2025, profit plummeted. Autocar 30 April, ¼-page.

**T**here's a Shapecraft Elan S2 for sale. London-based Shapecraft modified a small number of Elans by adding an aluminium fast-back section to the body. The 1965 model has been modified to 26R specs. The car was restored by BD Racing and Ricketts Racing. Asking price is \$110,500. Classic & Sports Car June, ½-page.

**T**here's a buyer's guide for the Esprit – S1-S3 in the July Practical Classics (3 pages). Early cars, especially S1s are the most expensive. An S3 may be the best buy, based on price and the refinements Lotus made as it further developed the model. The early cars suffered from chassis rusting. Some of the S1s problems were rectified with the S2. Check for water damage to the interior and covered areas. Inspect the body for cracks and poor repairs. The right rear wing often shows signs of damage from objects in the boot moving around. Be sure that the cam belt has







been changed at regular intervals – 24,000 miles/2 years. If the engine misfires under acceleration, check for oil in the spark plug recesses. Parts are becoming rare for the Citroen gearbox. If the steering is heavy, it is likely time for a new steering rack. The TR-sourced headlamp motors tend to fail.

The June/July Absolute Lotus cover features an S1 Esprit. This issue's featured articles include a Europa twin test (an S1 and a GS wedge) and an interview with Bond stunt pilot Marc Woolf. Other features include a review of Ronnie Peterson's Team Lotus career and a reader telling about her Evora GTE. The Great Race looks at the 1978 Austrian GP won by Peterson, while Project Car is about the restoration of a Type 75 Elite, and the Story Behind looks at Innes Ireland's time as #2 to Jim Clark. Also, columns by Richard Heselstine and Neil Furber and News, Scene, Auction Watch, Models, Running Reports, Motorsport, and Cars for Sale.

Classic Cars looks at five lightweight classics, including the Elise S1. The Elise, along with a Mini Cooper, Ford Escort Mexico, Peugeot 106 Rallye, and a Miata, are on the cover of the issue. Once in the Elise, the cabin is comfortable, but spartan. Because the car is so light, the original weighed a bit over 1,500 pounds, performance is spectacular, despite the 118bhp from its Rover K-series engine. The suspension is supple. September, 13-pages.

Also in the August Classic Cars is an interview with Gavan Kershaw, Lotus's director of attributes. "[Colin] Chapman's philosophy was always that if you put a bigger engine in, it's faster on the straights. If you make it lighter, it's faster everywhere." According to Kershaw, one Lotus technique for designing in light weight is to make a component do two things. Using lightweight materials, such as glassfibre composite materials, extruded aluminium, and other lighter materials. Another way to reduce weight is to build a car with fewer features, such as the barebones Elise. Demand for higher performance, bigger wheels, and regulations increase a car's weight. Even with more weight, reducing the car's center of gravity and weight distribution greatly affect a car's drivability. 3D printing helps produce lighter parts by allowing a part to be produced with strength precisely where it is needed, reducing the overall weight of a part. Technological developments, such as steer by wire, reduce the parts needed and thus the weight. Kershaw finds that "If you take weight out, you can use smaller brakes, you get more tyre grip, you put less stress through the components, there's less inertia." 2-pages.

There are four Esprits on the cover of the August Classic & Sports Car. Inside is an 8-page article. Four Esprits, and former Lotus CEO Mike Kimberley, designer Peter Stevens, Julian Thomson, and Russell Carr, who redesigned the Esprit, assembled at Ketteringham Hall, where much of the car's design and modeling work was

done. Kimberley worked closely with Colin Chapman and Giugiaro to create the Esprit. The 'Silver Car' concept was unveiled at the 1972 Turin Salon. According to Kimberley, "The car looked absolutely stunning. There were crowds five deep at the stand. Colin was so pleased." Kimberley stretched a Europa chassis and dropped in a 907 engine and shipped it off to Italy. It took three years of constant flying to Italy to develop the car. Adapting Giugiaro's wedge-shaped design to the production car took three years. Giugiaro famously said: "We design instinctively; we start designing when we have stimuli." Stevens, Thomson, and Carr talk about the critical issues in their redesigns, as well as what it was like to redesign a legendary car.

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Also in the August *Classic & Sports Car* is a one-page piece about Caterham's CSR Twenty, their limited edition 20th anniversary CSR. The original CSR flopped in the UK. UK buyers were put off by many of the technological changes embodied in the original, such as the all-around independent wishbone suspension and its increased size. It is available only as an assembled car, costing \$104,000+ (UK pricing). It is powered by a 2-litre Ford Duratec 4-cylinder engine delivering 210bhp at 7,600 rpm. The car may be the most stable Caterham to date. It is expensive, but it is one of the rarest and most capable cars Caterham has produced.

It has been 30 years since Lotus launched the Elise. *EVO* (August) sits down with Richard Rackham (chassis design engineer), Matt Becker (development engineer), and Julian Thomson (head of design) to discuss the Elise's creation. The Elise was developed when Romano Artioli owned Lotus. Lotus Cars was cash-strapped. Artioli wanted to build a car in the mold of the Seven. Rackham says there was a project called "The Step In" worked on by Roger Becker and John Miles, but it was in the background. Hugh Kemp, the technical director, knew about extruded aluminium technology from a dead project for Land Rover. Thomson talks about the cooperative spirit among the design group. According to Rackham, "With Elise the creativity was uncorrupted." For Becker, a young development engineer, the process was new. The development team was very focused. As a driver, Becker prefers the S1 to the S2. The S2 is a more refined car but the S1 requiring the driver to drive better. 4-pages NOTE: There's a 1-hour podcast of the discussion on *EVO*'s YouTube channel.

Also in the August *EVO* – a five car comparison test with an Emira V6 Base Edition and a BMW M2, Alpine A110, Ford Mustang GT, and Porsche 718 Boxster GTS 4.0. The Emira driver had driven a pre-production car in 2022. He liked the interior and the quality but had some issues with the touchscreen. He had some ergonomic issues: he felt he was sitting on the seat cushion, the headrest protruded into his head, he couldn't position the steering wheel as desired, and he found the pedals very close together. There was a dead zone at the top of the brake pedal followed by a sharp bite, and he found the throttle easy to overrev when downshifting. Once you're comfortable with the car, it is "remarkably stable". There's a high level of traction, even with stability systems switched off. The new SE version has a revised steering geometry. The Emira was the 3rd choice; "in this spec it's not as polished nor communicative as we'd expect of a Lotus sports car". The Mustang and the M2 tied for 4th. The Porsche was the top pick, closely followed by the Alpine. 16-pages.

*Autocar* looks at the next Caterham – the first Horse powered Caterham Seven. Their supply of Ford's Sigma and Duratec engines is running out. Ford hasn't used the Duratec in 4 years. Horse is a joint venture between Geely and Renault. They've guaranteed production of the engine into the next decade. The new engine, to be used first for the Academy racing series, is the HR13DDT; 1.3-litres, 4-cylinder, and turbocharged. Standard output ranges from 115bhp to 160bhp. It requires an intercooler, but even with it, it won't weigh more than the Duratec. Caterham will use its own ECU. Caterham will move up to 6-speed MX-5 gearboxes and its own LSD, rather than the BMW currently used. Entry level 170s will continue to use the Suzuki engine. A short test drive of an Academy series Seven seemed "about right". 2 July, 4-pages.



Also in the 2 July issue of *Autocar* is a 2-page review of *Classic Team Lotus's* 2025 Garden Party. This year's feature was the 50th anniversary of the Esprit. Giorgio Giugiaro was there, along with 50 Esprits, and re-designer Peter Stevens. Among the other cars on display was the 2024 Theory 1.

The September *Octane* celebrates designer Gordon Murray, including an interview with him. Murray owns several Lotus. Among them is the Lotus 32 that Jim Clark drove to three races (and Jackie Stewart won in it once). Clark was Murray's favorite driver and he always wanted to own a car that Clark drove to victory. He does. Murray, a South African, moved to the UK in 1967. He went to work for Bernie Ecclestone's Brabham F1 team, starting as a junior draughtsman under Ron Tauranac. Murray most admires the Lotus 25, as it broke so many rules. He didn't meet Chapman until his second year as Brabham's F1 chief designer after a Brabham 1-2 at the 1974 Watkins Glen US GP. Chapman approached him, stuck out his hand, and said, "That's the way to do it." Chapman offered him a job that night. Murray didn't accept; he was very autocratic and didn't believe he could work for Chapman. Murray's first design was a Seven clone, the IGM (Ian Gordon Murray), which he raced in the 1967-68 National Sports Car Championship. (When asked, in a different interview, which car he would save if the building was on fire, he replied "one of my Elans"). 28 pages.

*Autocar* asks – Does Lotus Still Have a Future in the UK or Not? In the 9 July issue. In late June rumors spread that Geely was closing its Hethel base and moving production to the US. Additional reports confirming this circulated. Lotus issued a statement saying "that there are no plans to close the factory" and that "the UK was 'the heart of the Lotus brand'". Lotus also said, "We are actively exploring strategic options to enhance efficiency and ensure global competitiveness in the evolving market." Geely, in its huge investment in Lotus, expected the premium luxury electric car market to boom. It hasn't, and the tariff situation has hit hard. Lotus expected to sell 47,000 cars in 2024; it sold 12,065. Emira production was shut down due to the tariff uncertainty. Geely put another \$118 million in the company in June and cost savings is a priority. Only a handful of Evijas have been delivered as compared to the 150 planned. CEO Matt Windle is exploring the possibility of building cars for other manufacturers. Lotus will produce hybrid versions of its electric cars. A facelift is planned for the Emira in 2027 and the Type 134 Macan rival may arrive then as well. 2-pages.



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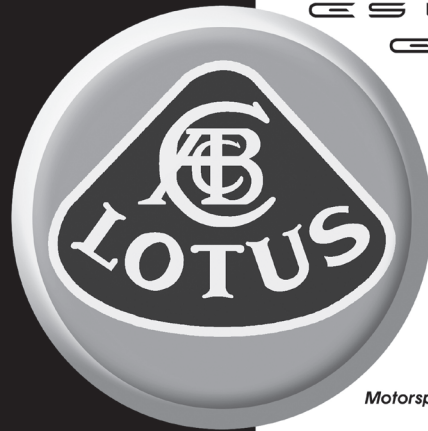
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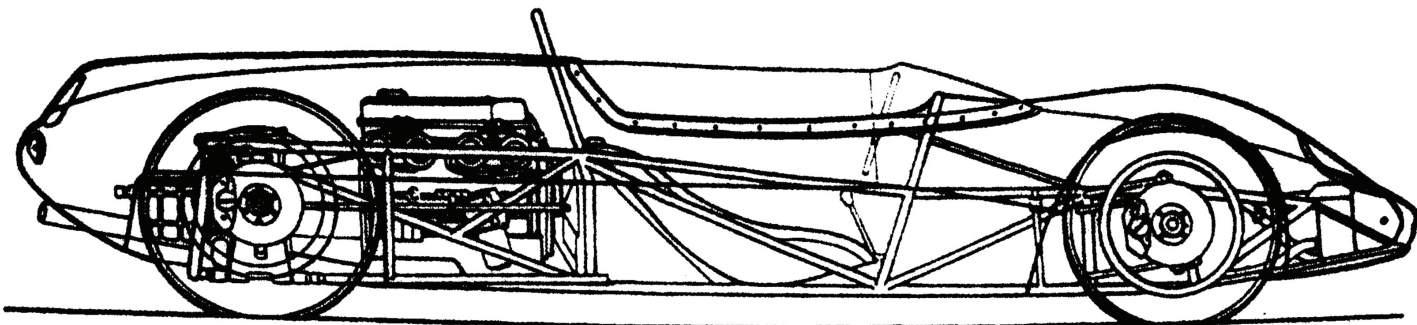
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# Living the Lotus Life!

by Tony Vaccaro



Images © Tony Vaccaro

**Next time you are pumping gas into your Lotus and the Porsche owner on the other side of the gas island looks at you like you are driving a Ford Pinto (nothing wrong with Ford Pintos, I had one, but you get the point) ask him if he has ever met Edsel Ford. The next time a Ferrari driver pulls up next to you at a stop light and gives you “that look” (you know the look I mean), ask him if he has ever met Piero or Dino Ferrari. I would take very good odds that he has not.**

One of the truly unique Lotus things I have experienced while owning a Lotus and being a member of Lotus, Ltd. are the people both you and I have met who in some form or fashion have contributed to what Lotus is all about, as a company, with its' tremendous and remarkable history.

Our connection with Team Lotus has always been a great way for us to meet and hobnob with Lotus personal. We have invited Clive Chapman, son of Lotus founders Colin and Hazel Chapman to our Lotus owners Gatherings several times. Clive has attended LOG more than once and I had the pleasure of following Clive as he drove William Taylor's Elan up to the summit of Pikes Peak! Once Clive got to the summit, he rode a bicycle back down the mountain! Clive is a wonderful person and always eager and available to talk to any of our attendees.



One of the people I am sorry that I didn't get to meet was Colin Chapman. We do have Colin's application to join Lotus, Ltd. on file at club HQ. I am sure that had I been a member of Lotus, Ltd. before 1983 I would have met Colin, just like Mark Winston did. I wish I had a picture of myself with Colin as Mark does (below). That would have been something special!

Most of you know that I had a Caterham for 31 years. I really loved that car. I travelled all over the northeast United States in the Caterham, often alone. Many times, I would be driving on a warm sunny day; I would look up at the blue sky and say “It just does not get any better than this”. It was one of the high points of my Caterham ownership to meet Graham Nearn, the founder of Caterham, at a track day in West Virginia. We had a wonderful conversation and he really liked my Caterham. For me, that day was really special.

Lotus has had some of the greatest drivers to ever get behind the wheel of a racing car. I first joined Lotus, Ltd. in 1986. I had owned an Elan since 1971 and like most of us would read Road and Track magazine. One of the writers that covered the Formula 1 scene was the driver who won the first Formula 1 race for Team Lotus, Innes Ireland (above right). When the LOONYS got together to organize LOG 7 in Watkins Glen, I oversaw finding our guest speaker and I thought of Innes Ireland. Lotus, Ltd. brought Innes in for LOG 7 and he was the first Formula 1 driver I got to meet. His stories over the LOG weekend were just fantastic and I remember a lot of them to this day.

Mario Andretti is in my opinion the greatest all around driver, winning the Formula 1 title, the Indianapolis 500 and the Daytona 500. In 2003, Mario could not meet our schedule requirements to attend LOG. His office asked if we wanted to come down to his home in Nazareth Pennsylvania to have Mario sign a few bottles of Andretti wine to give away to our attendees. Of course I said yes, and fellow members David Nagler, Frank Pusateri, David Zimmerman, and I drove down to Nazareth to get some wine signed. It was a wonderful experience. We visited Mario two more times, once for LOG 33 to have him sign more wine and Lotus memorabilia that we auctioned off to benefit the Grand Prix Trust. My most memorable trip to Nazareth was in 2018 when my son Brian, my brother Angelo, a video crew and myself went to interview Mario for LOG 38 (right). Mario is a wonderful host and I always call the office when we get home and tell them “You made us feel like we were the most important people in the room, but of course we were not because we were with Mario Andretti!”

Ross Robbins relayed a story to me that when he and Ann, his wife, were waiting for Emerson Fittipaldi and his family to arrive for LOG27 as our honored guest, Emerson's arrival was late. The phone calls back and forth with his agent became tiresome so to avoid confusion, Emerson's agent gave Emerson's phone number to Ann. She called Emerson





directly! Emerson said they had been delayed by staying with some friends and offered to pay for the room nights that his family did not use. What a great guy! Emerson Fittipaldi at our Lotus Owners Gathering, WOW!

Team Lotus not only had great drivers, but one of the nicest and greatest Formula 1 mechanics. I call Bob Dance a ROCK STAR and in every sense he is. Bob was chief mechanic for Jimmy Clark, Graham Hill, Jochen Rindt, Mario Andretti, Ronnie Peterson and Ayrton Senna. We have brought Bob to the US for LOG many times. My favorite time was in 2013 when he came in for LOG 33. I was all packed up and ready to leave in my Caterham 7. Munchies and drinks in the passenger seat and foot well. Richard Parramint and Bob arrived at my house driving a Jaguar XJ6 to follow me down to Watkins Glen. Bob walked over to me and said, "Do you mind if I ride with you?" I said sure. Quickly we moved all the munchies and drinks to the Jag and Bob rode with me to Watkins Glen. It is one of the greatest drives of my life and I will never forget it.

In 2016, a friend of my son Brian, Dave Stall, bought an Elise. He thought it would be cool to find the grand-daughter of Romano Artioli, who the Elise was named after. After he found her, I asked him if I could talk to her about coming to LOG as our guest. She said she had never done anything like that and wondered why I wanted her rather than her grandfather. I told her that she occupied a unique place in automotive history. Only three cars have been named by executives after their children, Dino Ferrari, Edsel Ford and YOU! We brought her in for LOG 36 in New Jersey. She

flew into Toronto and she joined us on the road trip to LOG. It was a great time, and Elisa was a wonderful guest, signing members' cars, mine included, and really being a great personality. We have become friends, and still talk frequently.

The story in new F1 movie is heavily influenced by a Lotus Formula driver that we had as our honored guest at LOG 39. I had to keep reminding myself that there I was talking to a Formula 1 Pilot all weekend. Martin Donnelly was a great person to sit and have a drink with. I will not forget LOG 39 for quite a while. If you see the movie, I think Martin is the third person mentioned in the credits at the end of the film. Look out for his name.

On our trip to LOG in Austin last year we did not bring our Emira as it was just too long of a drive, but Lotus did provide two AMG powered Emiras. Our guest was Russel Carr, designer of the Emira. Ask your Porsche or Ferrari friends the last time you met the designer of their new car. Speaking of designers, yesterday I was speaking to the editor of our reMarque magazine William Taylor who brought his new World Champion Edition Lotus Esprit (JPS to most of us) to the Lotus Garden Party and was able to meet Giorgetto Giugiaro who drove his personal Lotus Esprit to the event. What a Lotus world! It's always just another day, Living the Lotus Life.

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# **BLACK & GOLD**

## *restoration progress report*

Considering #009 has been sat in the same place without moving for 38 years her overall condition is quite remarkable. The biggest issue has been with the water system. Any part of the car that had water in has suffered serious corrosion and decay.

I hadn't appreciated that regular anti-freeze back in the 70s was an entirely different substance to the type we use nowadays. The anti-freeze put in the car the last time it was serviced (1977?) has quite expectedly reacted badly with the majority of the metal it has been in contact with. This means the entire water system has needed to be replaced. All pipes, hoses, the radiator, expansion tank (left), heater matrix and, ....well yes you get the picture!

Other parts needing to be dealt with have been the exhaust of course, the fuel tanks and fuel pump, as well as brake and clutch master cylinders. Not too bad considering. Oh and the tyres, which although the inflated perfectly and hold air are completely unsafe to use having been flat for all these years.

#009 continues to undergo this sensitive re-commissioning and I hope to have her fully back in action by September this year. Do you own one of the 150 or so World Champion cars built in 1978/79? If you do I would love to hear from you.

**William Taylor: [coterielt@aol.com](mailto:coterielt@aol.com)**











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