



**PITTSBURGH LOG**

**September 5-9th 2025**



# LOG44

*Lotus Owners Gathering  
Pittsburgh, PA*

**Official Event Guide: 5-9th September 2025**







# Lotus of Pittsburgh

# LOG 44 GUIDE BOOK

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# THE FIRST TIME

They say you never forget your first kiss. While that may be true, I suggest there is an even more memorable first...the first time you attend LOG. I'll bet most of you mentally went somewhere else even more memorable! But seriously, that first LOG is quite overwhelming and makes an indelible impression.

So many different Lotus cars in one place, plus people who have played with them for years and years. The famous names and famous cars are legion. As I mentioned, it is overwhelming!

I remember my first LOG in St. Louis in 2005. After missing several that were too far away, we finally had one that fitted into my busy life and, close enough to Colorado to justify driving there. Nowadays, I don't hesitate to drive many thousands of miles in order to not miss a LOG. Then of course, since I had never been, at LOG25

I was overwhelmed with all the cars and people. Not knowing how things were taking place, I overscheduled myself and missed some of the best stuff at any LOG; getting to know new people during the "down" times.

So, I have a request of all you veteran LOG goers this year in Pittsburgh at LOG 44, please. Look actively for the first timers, the newbies and say hello and welcome. Then go one step further and say, "Tell me about yourself (or yourselves) and your Lotus." Then, and here's the hard part, listen for a while before you tell any of your Lotus story. We each have a great story and so does that first timer, but if we make sure we hear that story before we tell ours, it is likely that that first timer will be a multi-timer soon. However, if we launch first, the intimidation factor might just close off that connection before it takes root. Let's do our part to make sure the first timers all feel welcomed so, they too, can become veterans of LOG.

See you in Pittsburgh!

**Ross Robbins: President Lotus, Ltd.**

## Letter from the Chair - LOG 44: WELCOME TO LOG44!

It has been a while since LOG has been to the Pittsburgh area, 40 Years in fact and not since LOG5 in 1985! So, it is time to say, welcome back to Pittsburgh PA, for LOG44!! There were four meets before LOG5 that were simply "Meets", LOG5 being the first designated as an actual LOG. We are so happy to host this year's event, and we are looking forward to seeing longtime friends and meeting new Lotus enthusiasts!

Meeting new people has been a constant in my Lotus life. Many times in parking lots of the local grocery store or hardware store, folks have come up and asked about my Lotus. I've always been cordial in many cases letting children as well as adults sit in it. As I look forward to seeing many longtime friends at LOG44, I'm looking forward to meeting new owners that will someday be hosting a LOG themselves! I encourage these new owners to carry on the tradition with the rich history of Lotus Cars in racing and road going vehicles.

This year we are trying something slightly different as being near PIRC (Pitt Race Circuit) presents a great opportunity! Everything group related will take place at the same location on the same day. Owners can observe or participate in as many events as they wish. Our Concours, Lunch and Autocross will take place all within sight of each other. There will be parade laps around the 2+ mile circuit, and go karting will also be available for all to enjoy!

Without help, none of this would be possible. I just had an idea, and the following folks made it happen. First off, thank you to my wife Brenda, my co-chair in LOG and in life! Special thanks go to my adopted co-chairs Iain Matthews and Mark Franke and the timeless work behind the scenes to Richard Parramint. Without their knowledge, resources and experience, I'd be lost. Most importantly, I'm sending a special shout-out to all of our generous Sponsors supporting our event this year. THANK YOU ALL!!

I can't wait to see you all at the DoubleTree by Hilton Hotel Pittsburgh Green Tree!

I wish you all the best of time visiting old and making new friends. I trust you all had a safe journey here, and most of all wishing you a safe return home!

Russell B Musta  
LOG 44 Chair, President Lotus in Pittsburgh, LiP





## LOG 44 - Event Schedule for Friday, September 5, 2025

See following pages for location maps, Speakers, and details on featured cars

All day	Attendees arrive at hotel
10:00am-6:00pm	Vendors open in Foster Room
Noon-5:00pm	Registration in Duquesne Room
Noon-5:00pm	Contest submissions and voting in Westinghouse Room
6:00-7:00pm	Reception at hotel
7:00pm	Speaker: Saxon & Gabrielle, Schmodified
9:00pm-10:00pm	Contest voting in Westinghouse Room
9:00pm-10:00pm	Late Registration in Duquesne Room

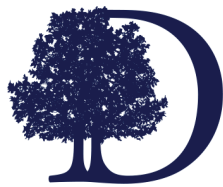
## LOG 44 - Event Schedule for Saturday, September 6, 2025

8:00-8:45am	Attendees travel 45min to Pittsburgh International Race Complex (PIRC)
9:30am	Please be at PIRC so all cars can be positioned for photo and concours
10:00am	Annual LOG Concours (all attendees, all Lotus cars)
	Light refreshments
	Acoustic Music by Bobby Thompson
12:00-1:00pm	Optional: Guided track parade lap
12:00-2:00pm	Lunch included at the Event Center
12:00-2:00pm	Optional: Karting at the Wilson Circuit
12:00-4:00pm	Optional: Autocross at the Vehicle Dynamics area
4:00pm	Attendees travel 45min back to LOG hotel
4:00-6:00pm	Vendors open in Foster Room
4:00-5:00pm	Contest voting in Westinghouse Room
6:00-7:00pm	Reception outside Salon B-E
7:00pm	Dinner in Salon B-E
7:45pm	Speaker: Jane Lonsdale, Lotus USA Marketing
8:00pm	Speaker: Dave Minter, Former Chief Engineer Lotus Cars
8:45pm	Awards
9:00pm	Charity auction benefiting UNICEF
10:00-10:30pm	Contest items pickup in Westinghouse Room



## LOG 44 - Event Schedule for Sunday, September 7, 2025

9:00am	Italian Formula 1 race showing in the Duquesne Room
All day	Optional: Non-LOG Chin Motorsports HPDE event
All day	Self guided drives
All day	Guided local drives
3:00pm	Tech talks in Duquesne Room
3:00pm	Dave Simkin, Lotus field operations, AMA (Ask me anything)
3:30pm	Gabrielle & Saxon: Composite and fiberglass repair
4:00pm	Farhan Icqbal: Evora 400 to 430 conversion
4:30pm	Shinoo Mapleton: Keeping a modern Lotus on the road
5:00pm	Lotus LTD Board meeting in Duquesne Room
6:00pm	Buffet at hotel in Salon A-E
7:00pm	Speaker: Kyle Kaulback on Jim Clark



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**Duquense - Tech Talks, F1 watch, Board Meeting, Contests**  
**Foster - Vendors**  
**Westinghouse - Registration**



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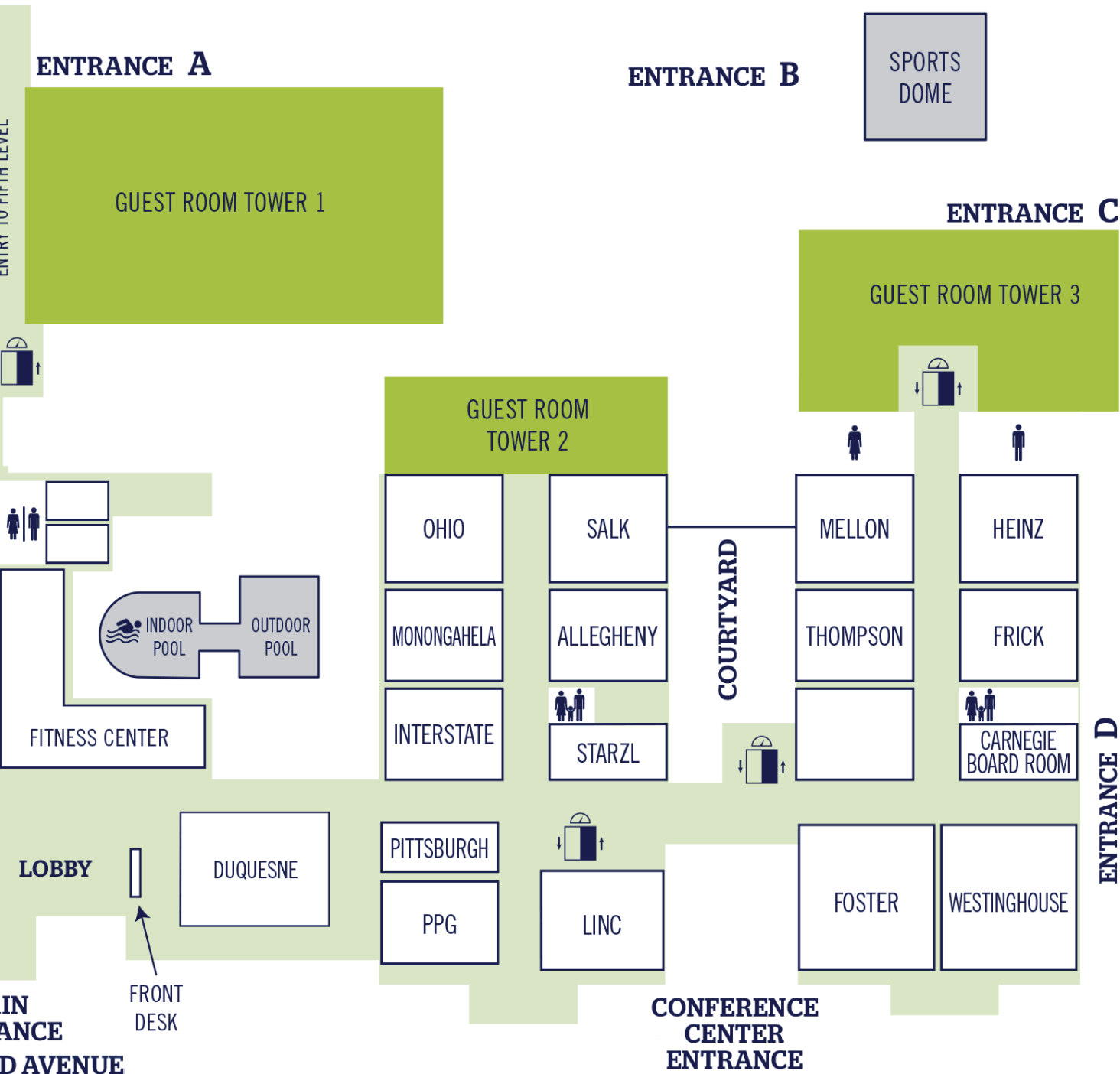
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# LOG 44 - Our Speakers for Friday, Saturday & Sunday

## Speaking Friday - Gabrielle and Saxon Schmauderer

We are pleased to welcome Gabrielle and Saxon to their first year with Lotus, Ltd. Gabrielle is an automotive journalist and media personality. Gabrielle and Saxon are widely known Lotus content creators and viral video producers on social media. They focus on automotive content, specifically related to the Lotus brand on their social media channels, including "Schmodified" and "CarFemme." They have countless viral videos with millions of views. They have a vast following of loyal viewers. Gabrielle is also a freelance journalist who has written for publications like MotorBiscuit and Hotcars, covering automotive news, car reviews, and stories..



## Speaking Saturday - Dave Minter

Dave is the Former Chief Engineer Lotus Cars. As a young man he was always interested in motor racing and, living in the Norfolk area, he naturally followed the fortunes of Lotus and their many championship successes. After Lotus notched up another world championship success in 1978, the local council arranged a parade of the race cars through the streets of Norwich allowing everyone to get close up to see the cars and drivers. This sparked his further interest in Lotus and it happened to coincide with the time that Lotus had been awarded the contract to design and develop the DeLorean sports car and were recruiting staff for that project. He decided to apply and was lucky enough to get an interview with the Lotus Chief Engineer, subsequently given the opportunity to join the development team.



Despite his recruitment as a technician working on the DeLorean vehicle, he was involved almost exclusively on Lotus vehicle projects; initially, the development of the Esprit Turbo. He continued in the development department of both Lotus Cars and Lotus Engineering which involved working on client projects, too. Lotus were always good at promoting staff and he had the opportunity to progress, eventually becoming Chief Engineer of Lotus Cars, responsible for a small team of Engineers working on vehicle upgrades and production line issues.

During his career he was involved with many versions of the Esprit including, the USA racing Esprit, the X180R, and the Sport 300. He was also a part of a small team that developed the Lotus Elise and Exige in all its forms and variations. Concurrently, he also instructed on driver training courses for staff of major Original Equipment Manufacturers. This is where he first became interested in helping Lotus customers develop driving skills to improve their enjoyment of their cars safely. Along with a few likeminded staff members, he successfully presented a proposal to the Lotus board who approved the driving skills project, which included changes to the test track to make it more challenging and safer.

As the Engineering representative on Lotus Cars Management Team, he was able to voice his opinions to the other members of the team on a variety of brand and marketing issues. After leaving Lotus in 2001, he became Chief Engineer of Ascari, designing and developing a new carbon fiber supercar, and afterwards as a chassis Development Engineer for Caterham Cars. He rejoined Lotus in 2007 working primarily in Current Engineering on vehicle upgrades and then as Project manager for the Exige V6 program.

After some time, he left to work on a new joint sports car project with Caterham Technology and Renault until Caterham Technology pulled out of the project and it faded away. The final step in his career was as a Consultant working for a number of O.E.M.'s in Europe and China. Dave is now retired but still occasionally spends time instructing on track back at Lotus.

## Speaking Sunday - Kyle Kaulback

Leader of the Lotus PALs group, Kyle Kaulback will talk about on Jim Clark.



# LOG 44 - Featured Cars over the weekend

## **1967 Lotus Type 49 chassis R2 - with thanks to Chris MacAllister (see image p40)**

Huge congratulations were due to owner of 49R2, Chris MacAllister when Type 49R2 took the Best of Show Award at Amelia Island Concours in 2025. Restored by Classic Team Lotus in 2010, 49R2 took the coveted Concours de Sport Best in Show award at the Amelia Island concours held at the oceanfront Ritz-Carlton hotel in Florida. "To be honest I just came here to have fun. It was huge a surprise but made for a great day," Chris commented. "The car has such impressive provenance with its design, the introduction and maiden victory of the Cosworth DFV, Jimmy Clark, the introduction of major sponsorship with Gold Leaf, the sprouting of wings and beginning life when F1 was a sport and ending its top line career as the sport evolved to a business!" "It has always been a complete, running car but over the years it had evolved from 49A, to B, to C configuration, so I had CTL take it back to how it started life in 1967. I own quite a few race cars but the Type 49 is without doubt my favorite race car of all time."

## **1954 Lotus Mark IX chassis 110 - with thanks to Kevin McGovern (see image p41)**

The Lotus Mk IX was designed by Colin Chapman in the fall of 1954. It was designed to be the first complete production car available with a full drivetrain from the factory, unlike the Mk VI which was sold as a kit and the limited production Mk VII which was sold without its engine. Approximately 30 Mk IX's were built and sold by Lotus, half coming to the US. Most of these cars were fitted with a 1098cc Coventry Climax engine, although MG engines were also offered. The Mk IX marked the entry of Lotus into international sports car racing. It was the first Lotus entered at Sebring and LeMans where it was driven by Colin Chapman and Ron Lockhart. It led its class but was disqualified when Chapman went off course but returned to the track before being granted permission from a race official. This is Mk IX chassis number 110 that was originally purchased by George and Ingra Buchanan of California. It was raced by both, as well as Jay Chamberlain who would become the Lotus west coast importer, in Southern California races in 1955 and 1956. It was restored in the 1980's and raced in the Monterey Historic Lotus Reunion in 2003 before being put in long term storage. It was purchased by current owner Kevin McGovern in 2018 who has brought it back to life.

## **2025 Lotus Type 131R Emira GT4 - with thanks to Lotus Cars USA (see image p41)**

The Lotus Emira GT4 is a testament to the brand's rich history in motorsport and its commitment to performance. With its advanced composite bodywork, 3.5-liter supercharged V6 engine, and optimized aerodynamics, the Emira GT4 is designed for endurance and competition.

## **1966 Lotus Type 47GT chassis 01- with thanks to John Fitzpatrick (see image p41)**

One of three right hand drive prototype race cars. Won the Boxing Day Race at Brands Hatch December 27, 1966. Modified to house an original Ford GT40 engine with an original ZF 5 DS-25 gearbox by Tony Kitchiner utilizing a Formula 5000 rear chassis. The car was purchased by my brother Doug Fitzpatrick on February 14, 1975 from racing legend Anatoly "Toly" Arutunoff, now 89 years old living in Tulsa, OK. Doug worked to restore the 47 for 52 years until his passing on December 2024, when I took over the ownership of this legendary race car. This particular car holds an extraordinary position in Lotus history for several key reasons.

- It was the first Lotus 47GT ever built—serving as the genesis of an entire model line that blended Chapman's vision of lightweight, mid-engine performance with motorsport innovation.
- It was the first Lotus 47 to achieve victory, winning the famed Boxing Day race at Brands Hatch on December 27, 1966 under the hands of the legendary John Miles, with car number 117 clearly visible in historic documentation.
- It is the only Lotus 47GT ever modified to accommodate the Ford GT40 engine and ZF 5 DS-25 transmission, a highly significant engineering endeavor orchestrated by Tony Kitchner, linking the vehicle to Ford's monumental campaign to dominate Le Mans.

In light of these facts, and based on meticulous archival research, interviews, and physical evidence, it could be said Lotus 47GT 01 is the most historically significant Lotus 47 in existence, and is a truly irreplaceable automotive artifact.

## **2018 Lotus Type 122 Evora 400 (GT430) - with thanks to Fahran Iqbal (see image p41)**

After searching for the perfect Lotus, I found my Azure Blue 2018 Evora 400 in Chicago. Shortly after some time into my ownership, I discovered the Evora GT430, the limited 60 built, ultimate culmination of the Evora...and I fell in love with it. The Evora GT430 is the road legal version of the Evora GT4 race car, sharing most of its race parts such as Ohlins suspension, aero, baffled sump, titanium exhaust, and copious amounts of carbon fiber for excessive weight savings...and I decided to convert my Evora into a GT430. What started out as an experiment with a few aftermarket parts, became a full dedicated conversion as opportunities lined up to obtain original used and new GT430 parts all within a reasonable price range. After four years of ownership and a tedious, long conversion, I've only grown to love the car and the experiences it brings every day.



# LOG44 Featured cars - Type 49 R2













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**Lotus, Ltd. and the LOG44 committee would like to thank the following individuals for their help and support for this event. Without them LOG44 would probably never have taken place.**

**Julian Bowes**  
**Brenda & Russell Musta**  
**Peter Hoag**

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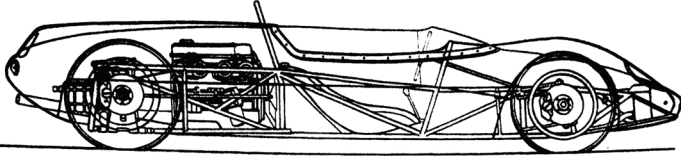
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Team Lotus Type 44 of  
Jim Clark from 1966

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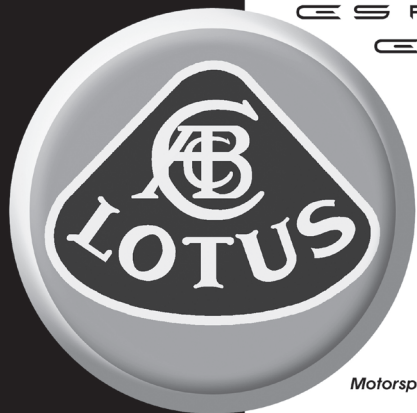
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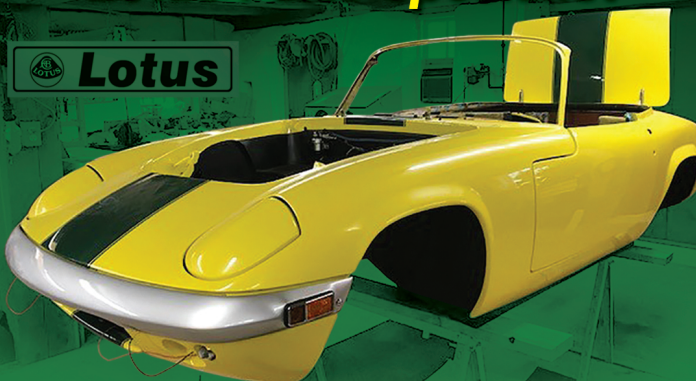
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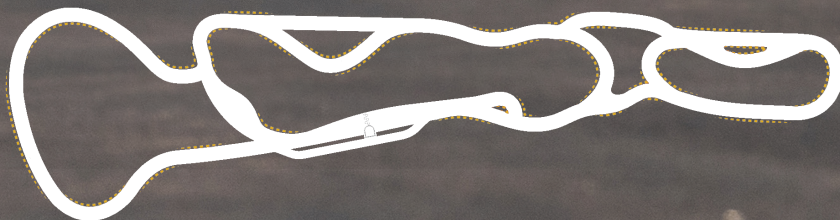
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