

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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January 2007

Volume 34, No. 4

Coming Home

The original plan was to drive some 2,600 miles with a group of about 55 Lotus Seven type vehicles on the USA 2005 tour from Houston to San Francisco, but my 1968 Lotus Seven needed repair after holing a piston at Willow Springs Raceway and struggling into Tehachapi spewing oil at a rate that would embarrass the Exxon Valdez. After suitable time and a generous application of money, the car was pronounced fit to travel under its own power home to Colorado. Knowing mountain weather, I had arranged with a friend and fellow Lotus owner Bill Roushey to tow my trailer to a point west of the Rockies until I joined him west of the potential bad weather. The perfect plan! Remember, Grasshopper, hubris is always tested.

Starting out for home at 5:00PM on November 11th I discovered several things about California drivers quickly after edging my way on to I 80... They drive big SUVs & trucks with very bright lights that pierce down the neck of a Seven driver, and they drive them fast. I thought 80 was the route number, but it must be the suggested speed ...in the slow lane. Never have I felt so small and disposable. I wouldn't have amounted to much more than a speed bump to most of these vehicles. But I soldiered on hugging the right lane with the hope that once past Sacramento, things would be better as I had planned a route over the Sierras on US 50, a lovely winding road through Lake Tahoe and into Carson City, NV. I would have made it fine, too, but for two things. First the misunderstanding and second the weather.

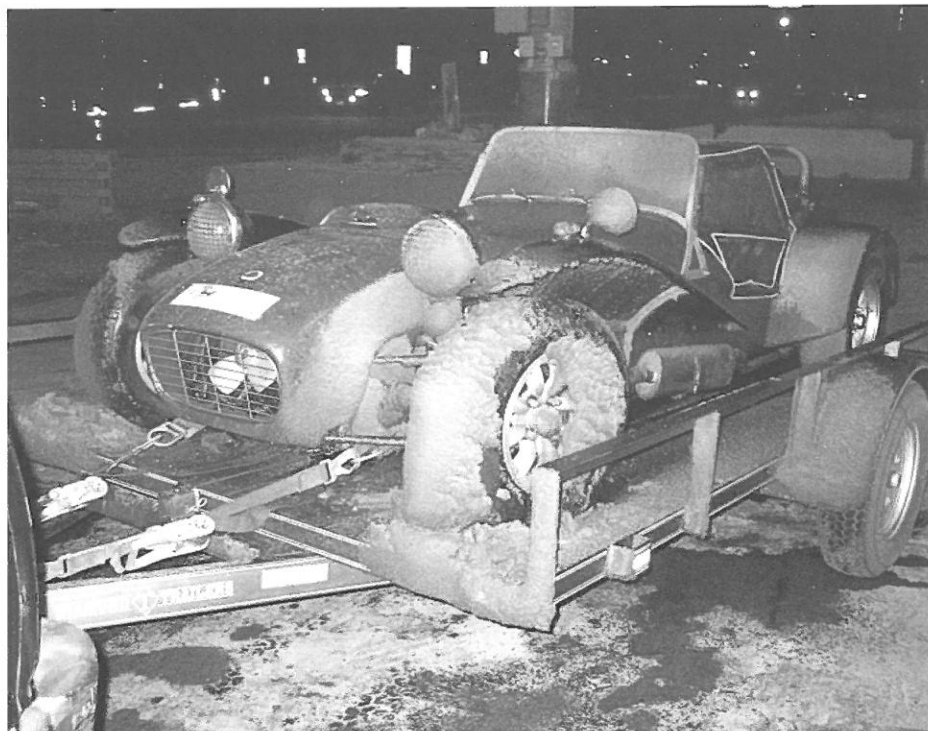
The Misunderstanding: Since they had only finished the rebuild that day, one of the shop guys had gone for a test drive, which, considering the 1350 mile trip I was about to embark on, was a great idea. He said the gas gauge was on empty so he stopped to put in \$5.00 worth and I thought I heard 5 gallons. At \$3.29 a gallon that is a huge difference. I ran out of gas in the dark on the eastern part of Sacramento where the highway is 8 or 10 lanes wide, with no shoulder! Fortunately, I carry a spare gallon (since the gauge always reads empty), so I put it in with the cars

and trucks whizzing by and made it to a gas station. After a refill of the spare gallon jug, the tank and the driver (20 oz. Coke and a giant Snickers bar) it was on the road again. And that's when I met problem two.

The Weather: I had been a devoted student of the Weather Channel for about two weeks as I confirmed the dates for the trip and was pleased to note a high pressure dome was resting over the whole southwest for the weekend of my trip. As is often the case with western weather, local conditions belie the forecast and do as they please. Climbing the western slope of the Sierras I encountered a light mist. It wasn't really too bad until I got to Placerville where it started coming over the windshield and I simply couldn't see. I saw a small motel where the kindly innkeeper allowed me to park under the registration portico; the only cover around. The temp had fallen to about 40 degrees and the motel room managed to get to about 60 with the puny wall heater available, so I tucked in with the idea of an early start and a big day. I awoke before first light, shivering. I decided to get a jump on the day, dressed with every layer I could summon and opened the door to... snow.

At this point, the choice was to press on regardless, or call Bill and abandon the plan. As I have said before, God protects drunks and fools and I clearly wasn't drunk! Press On! The good news was that the sun came out and the road was dry within a few miles, it had been a little local system. On the other hand, as I climbed in altitude, it definitely got colder. And colder. And colder. By the time I got to the summit at 7,735 feet above sea level, it was about 16 degrees and I was getting stiff hands that could barely grip the wheel. So I stopped in South Lake Tahoe at the most wonderful International House Of Pancakes a bit after 7:00 AM and they had just opened. The entire staff came out to look at this tiny car with the bundled up fool. And they gave me a huge mug of hot tea to wrap my hands around. Of course, after my two course dinner, I was starved and believing that loading up on calories would keep me warm, I had the biggest breakfast in months. Finally fully filled and thawed, I re bundled and went out to the car when the waitress came out with a camera to document the stupidity of the human species.

Coming Home (Continued on page 5)



LOTUS ReMARQUE

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LOTUS ReMARQUE is published monthly by Lotus, Ltd., P.O. Box L, College Park, MD 20741, U.S.A., an independent car club not affiliated with Group Lotus, Lotus Cars USA, Team Lotus, or any of their subsidiaries or affiliates. Lotus, Ltd. annual membership dues, which include a 12-issue subscription to LOTUS ReMARQUE, are \$35 (new members) and \$25 (renewals) in the U.S., \$40 (new members) and \$30 (renewals) elsewhere. All dues are payable in U.S. dollars by domestic check or international money order.

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Fire Suppression System Install in 99 Esprit

Story and photos by Eric Nordstrom

For fear of my cherished V8 Esprit transforming into a melted hunk of plastic, I decided to install a fire suppression system from S.P.A. My main goal was to make the car a little safer for the occasional track day. I wanted the install to be as minimally invasive as possible. The fewer cuts and holes drilled, the better. I also wanted the system to be easily removable in the event I ever sell the car.

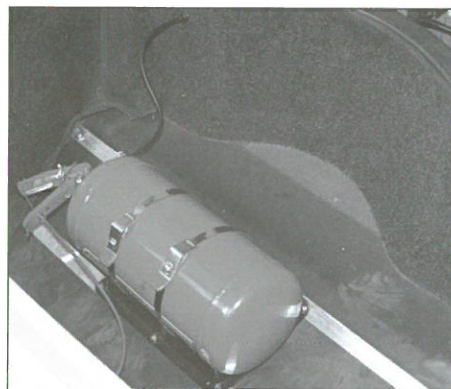
There are various systems available but the most common seem to use Halon or AFFF (Aqueous Film Forming Foam). The AFFF system uses a foam spray that creates a barrier starving the fire of oxygen. It also has a cooling effect, which can control re-ignition. From my research, both will do the job but AFFF is more Eco-friendly. In the unfortunate event I actually have to activate the system, I'll be doing my share to save the environment by not creating a larger hole in the ozone layer. The fire bottles are activated by various methods using mechanical, electrical, automatic or combination type systems. For ease of install and cheapest cost, I chose the mechanical type. Bottles come in all sizes and are made of alloy, carbon fiber, or plastic lined steel. The least expensive was a steel bottle. Specifically, I purchased SPA's Fire Sense Response 4 liter multi-flow, mechanical steel bottle system from Midcoastperformance.com (ask for Gene or Kurt). Cost was about \$300, including shipping. Everything you need, except mounting brackets for the nozzles, comes with the kit. Plus, I spent about \$40 dollars for bolts, nuts, washers and aluminum stock.

First, I want to state for the record that I am not an expert fire suppression system installer. I don't claim my install is 100% correct or the only way to do it. Follow the instructions that come with the kit and abide by all of its warnings. This system is capable

of firing up to six nozzles, although I only used five. The instructions say to use 3 nozzles in the engine bay and 3 in the cockpit. All five of mine are in the engine bay. Just don't become a member of the Darwin Award and aim a nozzle toward the drivers face! How long the install takes is very much dependant on how complicated you design your system. My basic layout took two days to figure out and one day to actually install. If you do the exact same setup as me, I should only take you about 2 to 4 hours.

I try to follow the KISS method (keep it simple, stupid). After two days of racking my brain (and others), I finally decided to lay the bottle smack dab in the middle of the trunk. I won't get into the pros and cons of doing it this way but I will say I can take the bottle, bottle bracket, and a couple of lines out in less than 10 minutes. So if I decide to go shopping and park my car in the Target parking lot, I'll still have a trunk. Well, as much as any Esprit.

To mount the bottle to the trunk, I constructed an aluminum frame for the bottle assembly to bolt to. This unit was then attached to the trunk floor by use using four of the existing trunk floor bolts that surround the perimeter of the floor.



TIP 1: I used beveled bolts and came up from the bottom of the bottle assembly with nyloc nuts on top. This allows the aluminum frame to sit flush on the trunk floor.

Fire Suppression (Continued on page 3)

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Growing Up Lotus Part 2

By Anthony Kimberley

After my previous article I was astonished to be asked to write a second article, I mean what can be interesting about the way I grew up? Well maybe some, here goes.

Please remember that these are my memories and may not always be 100% correct but I do try to speak to other family members to confirm them.

I was asked recently "When you were a child what did you want to be?" My reply was instantaneous, "My Dad". Here was a larger than life figure that (in my perception) lived a wonderful life. He spent all day every day at Lotus, drove the most heart achingly beautiful cars a young boy has ever seen, spent time with and met larger than life figures like Colin Chapman, The Duke of Edinburgh, Duke of Kent, Margaret Thatcher, Mario Andretti, to name just a few! He was directly involved in the design of the Europa TC, Elite, Eclat, Esprit, Excel and many others and jet-setting around the world on business. What young boy with a passion for cars wouldn't want to be him!

The reality, though, was different.

"He spent all day, every day at or travelling for Lotus", well he really did. 7 days a week, 12-14 hours a day everyday of the year bar Christmas Day. Here's a great example of what I mean. In 1978 we had some of the worst snow of the century here in the UK. I remember we were driving back from a family funeral in Dad's favourite Elite from the midlands and the trip was about 150 miles. As we drove into Norfolk we still had 30 miles to go and they actually closed the road behind us. At this time we lived down a quiet country lane and as we drove down it the snow, now blown by gale force winds, formed a tunnel through which we drove. It snowed for nearly a week and by the end of it we had 4-6ft of snow. The roads were impassable due to blizzard conditions and it was great! I got to see dad for 4 days. On the 5th day we had heard a helicopter and we ran outside to see a grinning Colin Chapman hovering a few feet off the ground "I brought your work", he shouted, while dropping off a huge bundle of paperwork. Two days later he paid for a snow plough to clear our road specifically so that dad

could go into work.

"He met with larger than life figures". He was on the design council, Dept of Trade and Industry advisory board, Director of MIRA (That's the Motor Industry Research Association) etc, at the time he was at Lotus and had many meetings in both his capacities with famous people and dignitaries. Some like the duke of Edinburgh were extremely stimulating and creative but others, like some with Maggie Thatcher were sometimes heated, as he pushed for backing for an industry that was (and still is) badly thought of and with little or no government support.

He would come home from meetings with Colin fuming about a difference of opinion they had had. Both were very strong characters and dad would only back down on those words "Who's the Chairman", "You are Colin", "Who's going to win", "You are Colin but...". Against that they were good friends and I always had the impression that he felt about Colin as I did about him. In pride of place in his house today, is a picture that Colin gave him, with the words "To the Man who made it all possible, Colin" written on it. However it wasn't all plain sailing and after Colin died the stress he was under was immense.

"And jet-setting around the world on business" he did. One year I think he was in the country for less than 3 months. He missed much of us 3 boys growing up and eventually, after splitting with my mother, moved to Malaysia, working as Exec Vice Chairman for GM OC and then head hunted to Italy as President of Lamborghini.

So back to my previous comment, "In my perception". It looked and I'm sure was a glamorous lifestyle for a while, but you get sick of sleeping in hotel rooms and not seeing your family. The stress must have been immense at certain times (like when Colin passed away) and his health has suffered over the years. But, you know what? I don't think he would have changed it for the world. His only regret? Leaving Lotus and missing us boys growing up (although I and my older brother always attended Grand Prix with him and Colin-more on that another time).

The effect it had on me is obvious. I started life in Banking and moved through until I couldn't resist the lure of the Motor industry. Working a different route (as I seem to have the gift of the Gab.....that means I talk a lot) I fell into vehicle sales and am now a Corporate Sales Manager with Honda.

Dads back where his heart has been all along, back working 7 days a week 12 to 20 hours a day, but just for a short while (he is 68 and I'm sure he wants to retire eventually!).

My "growing up Lotus" has resulted in a similar passion for the brand. I moderate (help administer) an enthusiast site (Lotus Esprit Forum) and attend many regular meetings. One day soon I will buy an Esprit just for myself and scratch that itch I've had since I was 7. That Lotus itch that gets under your skin and you just can't shake.

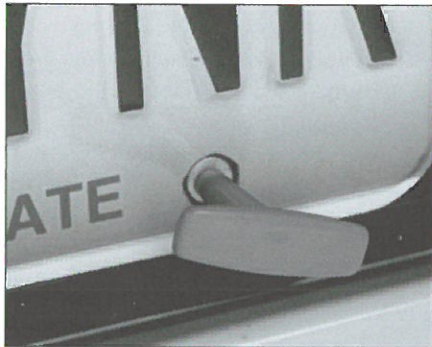
Who knows, one day I may take the final plunge and my kids could say, my dad worked at Lotus too. 🚗



TIP 2: It's also a good idea to use at least one L shape aluminum strip for added strength. The floor panel has a tendency to flex from the bottle weight.

Next, I had to find a place to run the mechanical cable pull. The kit came with a 6 foot and 12 foot cable pull. For now I have only installed the 6 foot cable. I ran the cable out through the bottom right hole of the rear license plate.

To do this you have to drill out the bottom right nut plate attached to the fiberglass rear panel of the car. You'll also have to make an X cut in the carpet to run the cable and nut through. Make the hole in the fiberglass big enough so that the threaded part of the handle just fits.



TIP 3: Take off the plastic panel between the tail lights and the license plate. You will also need to make these bottom right holes big enough for the ENTIRE metal part of the handle to go through. The threads only go up 1/2" up the handle. It's just enough length to mount directly to the fiberglass body of the car.

The next step is to run the Decabon tubing and mount the nozzles. The kit comes with 15' of tubing. After my install, I still had 7 feet left. The tubing is just plastic coated aluminum, so when you cut it let the saw do the work don't press too hard. (a fine toothed hobby saw works best) Make sure any burrs are cleaned off so debris does not clog a nozzle. When you push the tubing into a nozzle or fitting, you will hear it click. Give it a tug and make sure it is set. If you want to take it out just push in on the black ring, push the line in and then pull it out. Almost like a quick disconnect. From the bottle nozzle a line goes to a bulkhead fitting mounted on the vertical wall of the trunk.

When drilling the hole for the bulkhead fitting, pull the carpet back and cut another X later. (Do not try to drill through the carpet.) Then run a small line from the bulkhead fitting to a tee fitting on the other side of the wall. From here your line will split. One along each side of the engine. Specifically, I aimed a nozzle at the fuel manifold, each turbo, the area between the firewall and engine block and a nozzle directly into the area where the fuel charcoal canister is. There should be some distance between the nozzle and its target. Follow the manufacturers instructions carefully. Also, when mounting the nozzles, don't just mount the lines or the nozzles can spin and spray the wrong direction. It's best to use a clip that will fit around the entire nozzle. The clips I found are rubber coated. Be creative but secure the nozzle well.

Overall, I saved about \$300-\$400 completing the install myself. On a difficulty scale of 1 to 10 this is probably a 3. Mostly due to the time it took to figure out the layout. The bottle uses a retaining pin so Joe Blow can't just pull your fire handle. You'll have to take the pin out prior to your track session. The kit comes with some big E stickers so a track worker will know where your fire handle is. If you hit a wall and are dazed and confused while your engine ignites this system may provide a little extra time for a safety worker to get you out of the car. It beats trying to spray Halon into your engine boot vents or worse yet opening the boot. If anyone finds a good way to mount a fire handle in the cockpit let me know. Good Luck. 🍀

Lotus Car Care Tips

Article and Photos by Atwell Haines

Part 4 of 5

Polishing and Waxing

Your car and its paint are very much like a woman and her skin: Both benefit from frequent, gentle caressing. You feel better too!

There is a right way and a wrong way to keep a smooth shiny coat on your car's paint. We started with that crucial step, Paint Cleaning Clay. This removed the grit and contaminants and now the surface is smooth.

Now you can evaluate the surface gloss. Is it dull and lifeless? Then you need to polish it. Does it have swirl marks? Most visible on darker colored paint, swirl marks are the circular reflections of minor scratches, from rubbing your paint too hard. Remember (in case this is the first article you are reading): Paint is SOFT.



So, once in a while you should polish your paint. After using detailing clay, polishing will bring up that show-car shine. Remember, wax will fill swirls and scratches but polishing will minimize them for a long time.

There are many varieties of polishes. Use a fine product to bring up gloss, or a SLIGHTLY rougher one to correct weathering or dullness. You never want to remove more paint than you have to; after all you have a finite thickness of paint on the car. Save it if you can! For this reason I rarely use polish on my Esprit, I think I have polished it two times in 18 years. A daily driver (or a car that is new to you) would surely benefit from the polishing step.

I have always polished by hand, so if you want to know how to use a machine polisher, this is not the article for you. Once you decide on a product, apply it to a foam pad. Use back and forth strokes (not circular) and again, do NOT press down. Let the weight of your hand and the polish do the work. As soon as the polish starts to whiten, remove it all before it dries, using a clean terry towel. This towel MUST remain clean, as dried polish will scratch. Some use several towels to buff out the polish. Always use a clean towel surface for each section.

Do a small area at a time (about two square feet), and make sure you do it in moderate temperatures away from the sun. Right now I'm using 3M Swirl Remover polish and Griot's Fine Polish.

Now, you have shiny paint that has no protection. That's where the Wax comes in. It is a transparent barrier between the world and your car's paint.

These days there are two broadly defined types of waxes: Synthetic and Natural. The synth waxes provide a tough coating but the natural waxes provide a deep shine. For car shows, I use a natural wax like Griot's Best Of Show. For protection, a product like NuFinish is good.

For the best protection, it pays to wax your car twice about two weeks apart. This gives the paint two levels of protection that will last. I wax my Esprit only once a year (before LOG) but I do it twice, the first with NuFinish and the second time with Carnuba. I apply it the same way as I do the polish: On a washed and clayed, cool surface, a dollop of wax on a foam pad is applied to a two square foot area (NOT heavy, and don't press down). Follow the directions on the wax container, there is no need to put it on thick since you will just be buffing it out again. Again, light, frequent buffing strokes with a clean terry towel will bring out the best shine.

If, at a later date, you find white streaks from dried wax, use a quick detailer or a spray bottle full of distilled water to soften the wax, then buff it out. Applying the natural wax over a layer of synthetic wax is the secret for a long lasting, durable finish that looks great. 🍀

Holding my head as high as I dared while keeping it out of the wind, I pressed on to the downhill run to Carson City. In the next hour I lost about 3,000 feet of elevation and gained about 30 degrees of temperature. Ahhh! One state down, three more to go.

Nevada. The empty West. The part of US 50 which is officially called (you can look it up) "The Loneliest Road in America" It is a beautiful two lane highway in perfect condition that runs roughly east/west across the center of Nevada and has none of the I-80 truck traffic that is so nerve wracking in a Seven. There are about a dozen little ranges of "mountains" that run in parallel fashion, north/south across the state. US 50 runs straight as a string across the valley floors between these ranges and then wiggles up and over to the next valley floor then straight til the next wiggle... an absolutely perfect sports car road except for one thing. It is "The Loneliest Road in America"

Once you leave Fallon at the western edge of Nevada until you reach Ely in the Eastern part of Nevada, a distance of 256 miles, there are only two towns with any services at all: Austin and Eureka. Fallon to Austin is about 110 miles, another 75 or so to Eureka and then 73 more to Ely. In between these points is a whole lot of empty! No gas, no food, people, or cell phone service, and almost no traffic. One vehicle every half hour is common, and sometimes one can go an hour without seeing any other traffic. No problem for me though, I have a new motor and a PLAN. Once again hubris is tested.

Somewhere between Austin and Eureka, on a flat straight highway that I could clearly see 5 miles in either direction, the charging light on the dash panel lit up. What could be up, I thought, that the system isn't charging? So I began slowing and prepared to pull off to the shoulder although I could have parked in the middle of the highway with no concern of being hit. As I eased to a stop I noticed the temp gauge rising rapidly. Aha! Fan belt! No water circulation from the belt driven pump would do that. So, off with the bonnet and nose cone to have a look. There was the culprit, a loose bolt in the generator bracket, and the generator lying on its side. Apparently, the bolt in the front bracket hadn't been full tightened and backed out from the vibration at some point. The poorly supported generator had broken the back plate and the fan belt was thrown. But when?

It could have been a quarter mile or two miles back. And even if I found the belt,

the broken bracket wouldn't support the generator. And there wasn't a soul around; just the wind, the sky and the road. "The Loneliest Road in America".

There are times when we really want some solitude and quiet, yet we cannot find it in our hustle bustle world. Then there are times when the most beautiful thing we could have is a friendly face for support. This was one of those times. And yet, there was nothing. No sound. No sign of human habitation. No cell reception. Totally, completely, fully alone. If I were to get out of here, it was going to be up to me to figure it out.

I summoned up my best MacGyver attitude and went to search for something to turn into a suitable fan belt. Now, there isn't much room for spares in a Seven, so pickings were slim. I had a small tool kit with some wire and hose, spare clothing, and my gas jug, all tied down with bungee cords. YES, that's it, a bungee cord! I found one that looked to be a bit short, figuring that it would stretch, and began taking off the wire hook ends. Prying them off with a screwdriver and small pair of pliers took the better part of 30 minutes. Then I had to wire the ends together with my fine wire, like a bungee surgeon, which took another 15. During this time, not one vehicle passed.

Finally, I had what looked somewhat like a fan belt. Green, puny and stretchy, maybe, but it was a beautiful fan belt to me. I slipped it over the crank and water pump pulleys, bypassing the generator. I figured I could make it quite a way without draining the battery and Bill was within 400 miles. I started the car and it worked! It turned the water pump. I let the car tick over for a few minutes and the temp stayed steady. Eureka!

Yes that was my destination, but I wasn't sure how far it was. 20 miles? 40 miles? 60 miles? Well, I'd better button this up and get going. But before that, I thought I'd rev it a few times to make sure I had a solution that really worked. I flipped the throttle and the bungee flew. Well, I thought, the load of the water pump could have stretched one side and allowed the other to come off. Remount the belt and this time I'd just ease the throttle up smoothly and gently. I worked perfectly until about 1,700 rpm. Each time I got to that speed the bungee would fly off. So I set off for Eureka at 1,600 rpm. First, second, third gear and we were moving. It worked fine. In fourth gear I was moving at about 24 miles per hour.

In the nearly one hour drive to Eureka, one car passed me in the same direction at about 80 and two went by the other way. I had



A "MacGyver-ed" fan belt from a bungee cord!

plenty of time to reflect on the place around me and I thought of the pioneers who had no road at all. As lost and alone as I felt, it was nothing compared to their situation. They were brave folks indeed. All this reflection was accompanied by the reassuring click, click, click of the bungee fan belt as it spun merrily around and the wire touched each pulley. As long as I heard that reassuring sound, all was well. Finally I reached the booming metropolis of Eureka, Nevada, Population 600. As this was a Saturday about 3:00 PM, much of the commercial part of Eureka was closed for the weekend, but the fellow at the gas station said the hardware store was open and maybe they could help. So I clicked up Main Street to the hardware emporium. The very kindly lady who owned the store asked what I needed. I said, "A fan belt for a 1968 Lotus Seven". I may as well have asked for a Flux Capacitor for my DeLorean.

She said she had lots of belts if I could just tell her what size I needed. So I got a length of wire rope and went out to measure. Taking off the bonnet and nose again, I rolled one front wheel up on the curb to get a bit more working room, and carefully wrapped the wire rope around both pulleys and marked the overlap spot with my pinched thumb and finger. Into the store I marched, where we found a matching size Gates belt for a washing machine. Nothing ventured, nothing gained they say so out to the waiting car I went. It was a struggle to get the belt over the flange on the crank pulley so I put the car into fourth gear and gently rocked it forward. On popped the belt. As I checked for fit, I found a perfect half inch of deflection... neither too loose nor too tight.

It was now after 3:30 and I had a long way to Richfield, Utah. Without a generator, I would need to follow the Lucas mantra for

COMING HOME (Cont. from page 5)

certain; be home before dark! There was no way I could make that, and Eureka had cell signal, so I took a chance and called Bill. As is the case in much of any successful outcome, I was lucky. I reached Bill as he was checking into the motel in Richfield. He hadn't even taken his things up yet, and cheerfully said he would head west with the trailer immediately. Now my mission was clear, drive as fast as possible toward Bill. Every mile I could make would be two less for him... one west and another retracing east.

I drove with utter abandon; faster than I had since Willow Springs, disregarding the break in rules for the motor. I drifted around the curves in the wiggle parts and flew at a varying but high rpm on the flats. I made the 73 mile trip to Ely in less than an hour, wiggles included, and stopped for gas and to phone Bill. I had a message from him saying he had passed Delta Utah and was rolling west on 50. I left a message for him saying I was headed east from Ely toward Utah. It was now past 4:30 and the light was getting dimmer. The sun goes behind the hills and though it isn't "dark" it is "darker". I replaced my sunglasses with my goggles

and zipped my jacket and hood tightly before setting off. Again I flew toward the east without lights, but with the benefit of a full moon and a clear sky. As there was almost no traffic, I was doing quite well.



When an occasional vehicle would appear, I could see them for miles before they were near and I would ease over to the right shoulder to give plenty of room. I was tempted to turn my lights on, but was more concerned about running out of battery than I was of seeing and being seen. That was almost my undoing. After another 30 or 40 minutes in what was now full darkness, I saw an approaching vehicle and eased over to the right.

As he passed, I realized it was Bill with the trailer who was now flying away from me. I hit the brakes and pumped them to make the brake lights flash, preparing to turn around and begin the chase. Just as I slowed enough to make the turn, I saw all of Bill's brake lights on the Range Rover and the trailer light up the evening sky in the most beautiful display of red imaginable. Bill had come about 175 miles west and I had gone about 150 east. We got the Seven secured on the trailer and headed for Richfield.

Sunday morning we headed off to Denver



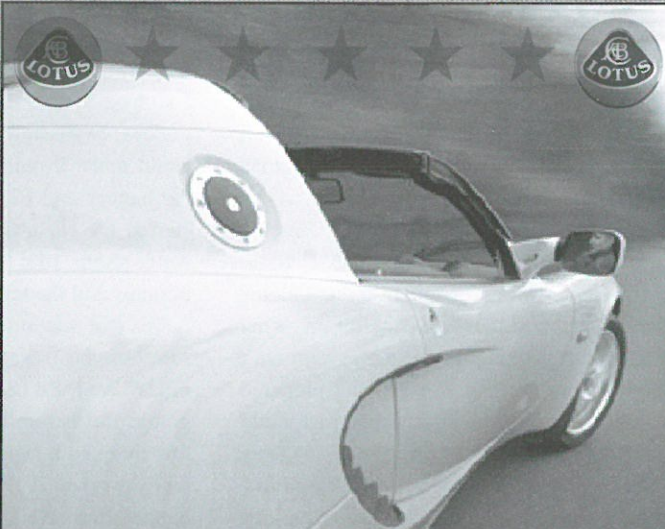
with a clear weather report and the Seven safe and secure on the trailer. We cruised smoothly to about Rifle CO where we began to encounter rain. By the time we got to Glenwood Springs, it was turning to snow. When we passed Vail, we were in the thick of an unforecast, full blown, winter storm, with 10 to 12 inches expected and winds too. Trucks were chaining up and on the pass several were jackknifed and had slid off the road. Bill was as steady as a rock and we slowly made it over the top. The conditions were bad all the way to the tunnel but gradually got better as we came down the eastern slope toward Denver. We stopped for a break in Downieville and took the attached picture. As Buzz Bilsberry said, "Why has he sprayed his car with expanding foam? Does it help keep the snow out or something?"

Every trip I have taken in the Seven has been memorable, unlike the dozens I have taken in a "real" car. I think that is what keeps me setting off on these boondoggles; the sense that getting there is not a foregone conclusion. It is a bit of welcome adventure in a too regular and regulated world, I guess. And, besides, how many stories would be worth writing about driving a Minivan across Interstate 80? ☺



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Looking to LOG 27

By Mike Ingelido

Greetings from the Rocky Mountains and all of us in Lotus Colorado (LOCO)! It is with great pleasure that I extend our club's invitation to Lotus owners and enthusiasts across North America to join Lotus Ltd in the Rocky Mountains of Colorado for the 27th Annual Lotus Owners Gathering (LOG 27) on the 24th through the 27th of August 2007. Hopefully, this article will provide enough information about our event to persuade you to at least consider traveling to Colorado next summer to enjoy our cool, crisp mountain air and join us for a very special and unique LOG!

Over the years, LOGs have continued to become bigger and better events. LOCO has every intention of continuing that tradition with LOG 27. The event will begin with Registration at the Silvertree Hotel on the afternoon of Friday the 24th of August. The Silvertree is located on the slopes of the Aspen Snowmass Ski Area. A reception for all registrants will be held on Friday night with heavy hors d'oeuvres served. On Saturday morning we will begin by offering a variety of Technical Sessions to satisfy various Lotus owners' interests, followed by the LOG Concours/Car Show later in the morning. The Concours gives everyone an opportunity to see all the great Lotus cars participants have brought with them to the event. In the evening we will hold our annual banquet with assorted guest speakers and special guests in attendance. Sunday morning will start with several more Tech Sessions, followed by an Autocross competition for those who may be interested. Throughout the day we will be conducting a fabulous scenic driving tour on many of the most beautiful Lotus-friendly roads in North America. The only thing more spectacular than the roads will be the Rocky Mountain scenery! In the evening we will hold a dinner buffet and awards presentation with additional guest speakers. Finally, on Monday the 27th, we will conclude LOG 27 with a

Track Day at the near-by Woody Creek Raceway. In all, this will be an event that should appeal to everyone who calls themselves a Lotus enthusiast!

While we are committed to hosting the biggest and best LOG ever, we are fully aware that Colorado is a long way for many of you, and we have taken a number of steps to address that issue. First and foremost, we hope you will consider LOG 27 not merely as a car event, but rather as one element of a larger vacation in the gorgeous Rocky Mountains. Aspen is one of the premier summer and winter resorts in North America. It offers a wide variety of outdoor activities for any interest...hiking, mountain biking, rafting, fishing, golf, tennis and just "people watching" for celebrities! Likewise, Aspen also provides for other interests with concerts, art galleries and a wide variety of shops and stores. Our contract with the Silvertree Hotel ensures that our LOG 27 room rates will be significantly less than a typical hotel room during the summer high season at Aspen and they will honor that rate (approximately \$95/night for a standard hotel room and commensurate reductions for 2 and 3-bedroom condominiums which are also available) for as long as you wish prior to, or after, the LOG. Furthermore, many airlines are now providing surprisingly reasonable fares to and from Denver. Air service into Aspen is also available, but renting a car in Denver and driving the four hours or so into the Colorado "high country" is a special treat all by itself, especially if you've never had that opportunity before! And if you are really looking for a different mode of travel consider riding the rails. AMTRAK's California Zephyr has daily service stopping in Glenwood Springs, CO, only 40 miles from Aspen! Finally, if you have the time available, you might consider an even bigger vacation in the Rockies with natural wonders stretching from the Grand Canyon in Arizona all the way to Yellowstone National Park in Wyoming. I guarantee it will be unforgettable!

One last thought. LOCO recognizes that for many of you the concept of going to a LOG without your Lotus is unthinkable. Well, we have some suggestions for that issue as well. For those of you with non-air-conditioned models, we have negotiated a reduced rate with several of the well-known car transport companies if several cars are picked up and delivered to "common" point. We'll have more details in the near future. For those of you with a "modern" Lotus, loosely defined as one with fuel injection and a functional air conditioner, we suggest you explore the charms of the Interstate Highway System. You paid for it; you might as well use it! Besides, this will put you in the running for the prestigious and highly coveted Long Distance Award and should be viewed as an adventure, and not just a road trip! And finally, who says you have to have your Lotus with you to have fun at a LOG anyway?

In conclusion, we hope this article has given you something to think about as you make your vacation plans for next year. As 2007 progresses we will continue to provide updates as we firm up the details associated with LOG 27, such as the names of our special guests and speakers. You can also stay abreast of our activities on the internet at the Lotus Ltd website at www.lotuscarclub.org and soon at www.log27.com.

In the meantime, we hope to see you next summer in Colorado where we air-condition the whole state...or at least all of it above 6,000 feet! ☺

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PRESIDENT / CEO: FRANK BERTRANG

2007 Lotus Ltd. Election of Officers and Directors

Voting closed on December 29th. Here are the 2007 Lotus Ltd. Officers and Directors: President-David Nagler; Treasurer-Bob Metz; Corresponding Secretary-Cora Gregorie; Recording Secretary-Dean Giacomassi; Directors-at-Large-Michael Gulley, Jim Roberts, DMD and William Taylor.

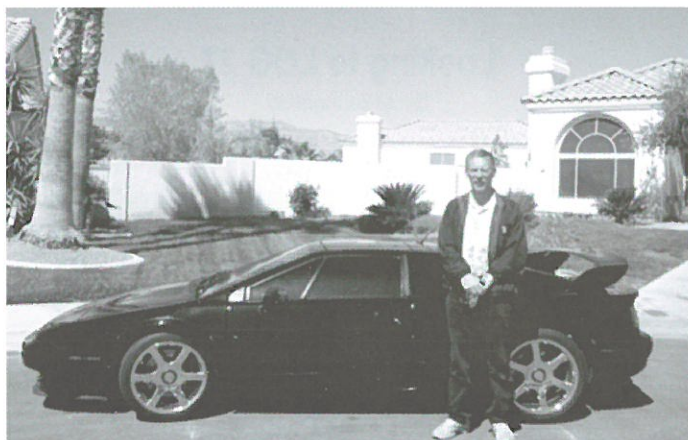
"Who We Are"

Article by Mark Pfeffer • Photo courtesy of Dave Weinberg

From muscle to fitness

Southern California is known as the hot bed for a wide variety of things, not the least of which is hot rodding and drag racing. At age 19 Dave Weinberg was in the thick of bracket racing in California with a '68 Dodge Charger RT producing around 500HP from the Mopar 440 V8. Nicknamed "California Earthquake" Dave's Charger ran high 11's in the quarter. Not bad for a 4,400 pound muscle car. About the weight of 2 1/2 Elise. Unfortunately the old adage "How do you make a little money racing? Start with a lot!" held true and Dave's bracket days came to an abrupt end.

Dave and His Esprit Enjoy the Las Vegas Weather Over the years, Dave had heard about Lotus, namely regarding Team Lotus' F1 exploits with Mario at the helm of the Lotus 78 and 79 but had never considered Lotus until recently when his wife Tina gave him the go ahead to begin the search for a "super" car. The budget kept marques like Koenisegg and Bugatti from The Weinberg garage. His initial direction took him toward an Aero SSC (??) only to discover the value of an Esprit V8. Research, research, research was the word at hand. Since Lotus had been around since the invention of the wheel (in today's super car speak I presume) an Esprit was just the ticket. Fast, sexy, reliable and relatively affordable. Long time Lotus Ltd. and LOG supporter Bill Nuccio of Fox Valley Motors in Chicago had a black 2000 V8 with Dave's name on it.



Let the fun begin. Dave contacted Esprit V8 guru, Johan Hybinette for some magic on the Esprit V8 ECU (engine management computer for you guys with carburetors and distributors) and it's been smooth sailing ever since. In true Lotus fashion Dave comments "I could probably fill this whole page on all of the great Lotus people that I have encountered but they may ask for royalty rights." It doesn't stop there either. Dave and fellow Las Vegas resident Cory Newberry started the local Lotus Ltd. chapter, the Southern Nevada Lotus Car Club (www.SNLCC.org) for like-minded people around the area. I can't help but hum a tune from The King "Viva Las Vegas". Too bad Elvis didn't drive a Lotus in the movie.

Dave considers himself lucky (Yes Dave, Tina is nice!) driving his Esprit to work, as the head sound engineer, at the Flamingo Hilton six days a week because of the great Las Vegas weather. Co-workers often enquire "What do I think my next car will be?"

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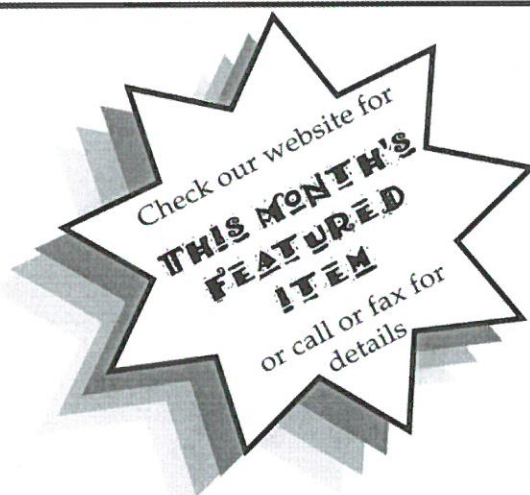
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Magazine Watch

By Foster Cooperstein

This month's article report

(UK)

A smiling Jim Clark graces the cover of the December issue of Motor Sport. Inside there is an 8 page article about some of the widely varied cars Clark drove. We all know of the various Lotus cars he drove. But on the other hand, he raced such unLotuslike cars as a NASCAR Ford Fairlane at the 1967 American 500 at Rockingham (the track the still call the track "too tough to be tamed"). He co-drove with Jochen Rindt when Jackie Stewart backed out. Clark started 24th on the grid of 44 and made it to 12th by quarter distance. However, that was to be the end as the engine blew. Clark also drove 2 Astons, a DBR1 and a DB4GT Zagato, cars that were also quite heavy, compared to his Lotus drives. Another interesting car driven by Clark in was the Felday 4, a 4 wheel drive sports racer based on the Ferguson 99 system. While underpowered, compared to cars powered by US V8's, Clark's smooth driving style allowed him to get close to the class record. He won his class in the 1st heat and after rain stopped the 2nd heat (also taking away a huge advantage the Felday would have had in the wet), the car ended up being black flagged because of burning oil.

Also in this issue of Motor Sport is the 5th installment of a "theoretical look at the comparative speeds of leading cars from 100 years of GP racing." This part looks at the turbo and ground effect cars. The Lotus 72E, 78 and 79 are among the cars considered. Taking certain criteria into effect, the author calculates an index figure for each car and then an expected lap time for a lap of Spa. Projected lap times for this group run from 2 minutes 8.3 seconds for the oldest car (1972 Ferrari 312B2) to the 2:07.5 for the 1973 72E, the 2:06.4 for the 1977 78 and the 2:03.4 of the 1978 79 (tire competition and ground effects being the main factor in this large decrease in lap time). This segment ends with the 1984 McLaren MP4/2 (powered by the TAG-Porsche turbo V6 with 750 bhp) and its 1:55.5 projected lap time.

Another reason for Lotusphiles to buy this issue of Motor Sport is a 1 page article with another page of some photos from the Elan days and before, by Motor Sport's founding editor, Bill Boddy, about a lunch he had with Colin Chapman in 1955 as well as some of the Lotus cars he test drove. Among the cars tested over the years were a Seven, Peter Jopp's Le Mans IX, and Elans.

Classics Monthly (November) features a comparison test of a Lotus Carlton and A Sierra S Cosworth (6 pages). The Carlton is described as "more refined and can handle speeds of twice the

legal limit for long periods of time with aplomb. The Sierra is more raucous and all about bursts of acceleration over shorter distances, and is extremely surefooted." So depending upon your mood, either car can easily get you a speeding ticket, or two. Also in this issue is an interview with Sir Stirling Moss and a part of a series on rebuilding a Lotus cousin – a Jensen-Healey.

One of the features in the January issue of Practical Classics is an article about the various James Bond cars. The Esprit "submarine car" from The Spy Who Loved Me is among the cars profiled. Among the trivia mentioned is Bond's pressing the center of the steering wheel to honk the horn while passing a truck. In reality, the horn control is on a lever to the left of the steering wheel.

Lotus Cortina 166 RUR, now owned by Chris Rea, has a long history. Jim Clark, Trevor Taylor, Dan Gurney and Sir John Whitmore, among others, raced this car. Recently restored, the car will be back on the track in 2007. This 5 page article is in the January 2007 issue of Octane.

(US)

Burt "BS" Levy writes about the X180R in the January 2007 issue of Classic Motorsports (6 pages). LL member Kevin McGovern and Jamie Goffaux of Yesteryear Motorsports acquired 3 of them and now race, and offer them for race rental. Burt tells of his 2 track weekends and of the history behind this giant killer. This is the last Lotus to win a championship and as usual, a giant killer. Unfortunately, in the real world, the giants often have the power to silence their "killers" and the X180R was "ruled" out of contention by weight and turbo restrictions.

An uprated Elise finished 10th of 10 cars in the Sport Compact Car (December) 2006 "Ultimate Street Car Challenge". The Elise was modified by tuner Prototype Racing. An NSX topped the list, almost doubling the Elise's point total. The article doesn't describe the modifications to the stock Elise, but based on the outcome, they didn't do much for the car.

There is a profile of Parnelli Jones in the January 2007 issue of Sports Car International. Jones drove a wide range of cars, including the Lotus STP Indy turbine car. He blames himself for not winning in 1967 when his car, along with the other similar cars, dropped out with a bearing failure. He says that he "... accelerated too hard coming out of the pits, and that played a part in breaking the bearing in the rear end. I could've taken it a little easier, but I'm kind of like a quarter horse – I don't know any better." He also says that Colin Chapman wanted him to race for the Lotus Formula 1 team but that Chapman hinted that he would be number two to Jimmy Clark and Jones "didn't think [he] was number two to anybody."

The Lotus 79 is the car featured in the "Greatest Racecars" column in the November issue of Vintage Racecar. Divina Galica, one of the few female F1 drivers, writes this 1 page article. She relates how she contacted Colin Chapman after Ronnie Peterson's death, hoping to drive the 79 at Watkins Glen. It didn't happen but she has driven the 79 since at the Glen, driving Joel Finn's ex-Peterson car. She found the car to be extremely well balanced, particularly in comparison with her Hesketh. There is also a page article about Graham Hills' early days at Lotus, and his initial race drives, in a Lotus Eleven, and other early Lotus tales.

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Looking Back: LotuSport Wins at the Glen

By Kevin McGovern

After the great weekend at Road Atlanta, morale was very high for the LotuSport team. Our next scheduled race was at Mid-Ohio in June. All of our race weekends consist of several different track events for the cars. There are practice laps on Thursday, qualifying sessions on Friday and Saturday, a qualifying race on Saturday and then the feature Sprint race on Sunday. There is also an Enduro race for our car on Friday or Saturday. Unlike the Sprint race, which is thirty minutes long, the Enduro ranges from one to two hours long and has a mandatory pit stop. Many teams also do a driver change during the pit stop, as the driver is required to get out of the car while it is being refueled. We decided to enter our first Enduro at Mid-Ohio. We had spent some time with Burt Levy, the motor sports author and columnist for Classic Motor sports magazine at Road Atlanta and invited him to co-drive with Ken Fitzgerald in the Enduro.


As usual, we left Maryland Wednesday afternoon for the tow to the racetrack. Ken and Jaime left with the car, I left later with my kids and we all met Ken's parents and their house trailer at the track Wednesday evening. Practice on Thursday went smoothly and in the first timed session on Friday Ken was third fastest out of six cars. A Porsche 911 IROC and a Porsche 911 RSR were in front and two Porsches and a Corvette were behind us. After the next session Ken had moved up to second in class, which allowed us to grid in second position in class for our qualifying race on Saturday. Ken remained in second for most of the race until he lost it in a turn and spun off the track. He returned in third place but the front air dam was damaged. Fortunately, he was not black flagged and finished in third place. With only a couple of hours

before the start of the enduro we proceeded to prep the car and change the damaged air dam for a spare that we had in the trailer.

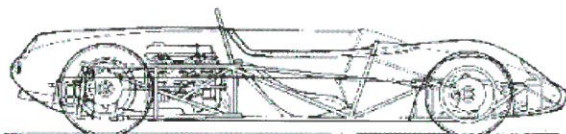
The plan for the enduro was to have Ken start the race and come in if there was a full course yellow anytime after twenty minutes had gone by to refuel and put Burt Levy in the drivers seat. We never got the yellow, so Ken came in at about half distance. We did a quick check in the engine bay and all looked good, so we fueled up the car and strapped Burt in. He headed back onto the track with us in third place, but the first and second car had not pitted yet. Unfortunately, Burt never came around for his third lap. He had heard a loud noise from the engine and shut it down and waited by the side of the track to be towed in after the race. The engine was seized, and our race weekend was over. We headed back to Maryland Sunday morning wondering what we would find when we pulled the engine. The news turned out to be as bad as it could be. A connecting rod bolt on the #1 cylinder had broken resulting in a hole in the block and a ruined crankshaft, as well as a broken rod and damaged piston and liner. The good news was that we have three of these cars and the third one has not had its restoration begun yet. That meant we had a spare engine that was recently rebuilt and a month before the next race at Watkins Glen.

My daughter and I pulled the motor out of this car (which was stored at my house) and took it to the shop the next Saturday morning. Jaime prepped the motor and replaced the connecting rod bolts for safety then proceeded to reassemble the car. The rest of the prerace prep went well and we were ready for Watkins Glen. This was a track that the team had never had much luck at. They had never won here, and the track is a bit intimidating because of limited runoff areas and concrete walls lining several turns. Watkins Glen is where Sports Car racing began after World War II in the United States and the Zippo's Vintage Grand Prix is a huge event. Besides the races, the town closes the streets on Friday night so the racecars can be displayed downtown. The result is an open-air party with the town's businesses, the racers and spectators all participating. The variety of cars in town for this night is incredible from vintage Ferraris, Aston Martins, Lotus and others to street rods and modern exotica. This just might be the closest thing we have to the Laguna Seca vintage races and Monterey weekend here on the East coast.

When we got to Watkins Glen we realized our race class consisted of eleven Porsches and our Lotus. Ken qualified fourth fastest in our class with a 2:13.54 lap and finished the Qualifying race in fourth position. It was interesting that Ken turned a 2:11.57 lap in the qualifying race. This was the second fastest time for our group, only being slower than the first place Porsche. We had elected not to run the Enduro this weekend so our next race was the feature Sprint race on Sunday. We lined up on the grid for the sprint race only to find out the one car faster than us was not there. Whether he had mechanical problems or another reason to not start we never found out. Ken quickly pulled into the lead in our class and then simply kept it there with consistent, smooth laps until the checkered flag. We had won our first race since resurrecting the LotuSport cars and done it where the original team never won. To have done it in just our fourth race and the first race after blowing and engine made it seem even more special. After a quick trip to the winner's circle for pictures we loaded up the trailer and headed home.

Two races remained for the season. First, we were to go to Virginia International Raceway and then the season closer at Road Atlanta. We scheduled an informal LotuSport reunion for Atlanta. Doc Bundy and David Murry were to drive one of the cars with several other people involved in the team coming to cheer them on. After the Glen, we were currently first in points in our class. It was off to VIR... 

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ACROSS THE POND

Article by Gordon Morris

A gremlin is a mythical small animal that lives in cars, aeroplanes and probably other machines as well. He probably looks a bit like ET but no one I know has ever seen one. His role in life is purely to make ours more difficult. He'll sit and watch you service or repair your car (or aeroplane); he'll wait till you've gone and then he'll slacken off the bolts you've torqued up so carefully, remove the split pins you've fitted, change the carburettor settings you've achieved and generally undo all the good things you've done. Gremlins seem to quite like living in Lotuses, especially those with Ford or Ford based engines; probably because there's plenty of work for them to do in those cars. But I've found an antidote to gremlins – the southern British breed at least. Although they are adept at loosening most nuts, bolts and other connectors, they don't yet seem to have come up with a way of undoing lock wire. So, as part of the scheduled winter servicing of my Elan and Seven, I drilled and wired all the nuts and bolts that are critical to the working of the car. So far, fingers crossed, all remains as I left it, so my gremlin has probably moved garage in disgust and gone away in search of an easier life. A neighbour has an old Jaguar saloon with potential for plenty of mischief, so he's probably moved in with him.

Gremlins apart, the North West European winter is upon us. It's cold, damp and dark outside and Spring seems a long time off. So I've been steadily picking off the jobs that need doing on the Lotuses; with plenty of time in hand, there's no hurry to get the jobs finished. One such job on the Seven had been nagging away for some time.

The Series 2 Seven has, for a reason I've never quite understood, a Standard Ten (TR10 to you) rear axle from the Fifties. That axle was designed to cope with 38 horsepower from its antique engine, but we now expect it to handle three times as much. With suitable bracing, good bearings and so on, it just about manages, as long as you don't use sticky Hoosiers and indulge in racing starts at every traffic light. The last MoT test in the summer revealed some lateral play in the bearing which allowed the wheel to move about 1/4". Winter servicing revealed that the play had increased somewhat and that EP90 oil had found its way past the oil seal into the brake drum.

So off came the half shaft, bearings, brake drum, oil seals and so on. I then got out my micrometer and measured up the critical bit of the half shaft where the outer bearing sits with an interference fit. Thanks to the Lotus Seven Register (www.lotus7register.co.uk) I was able to find a pair of half shafts which were a few

thou larger at the bearing platform. Before fitting the replacement shaft and bearing, I drew out the old oil seal using a simple puller I made up from a bolt and a couple of washers ground to size and pressed in a new seal. Reassembly was a straightforward nut and bolt job and I replaced the brake linings which had absorbed some oil. Finally, the car was dropped onto its wheels and the centre half shaft nut tightened carefully to 110 lb ft torque.

I now have a spare half shaft should the other side give problems. Thankfully, in this part of the world, there is no shortage of Standard axle parts to keep our S2 Sevens mobile. Now, I know where there's a rusty Standard Ten in a scrapyard with a complete rear axle. I'll go and have a chat with the owner and see if I can get him to remove the axle and sell it to me for a reasonable sum. If he finds out I want it for a Lotus, the price will double...

Now that we're in 2007, the car show programme is taking shape nicely. There are a couple of indoor car shows and autojumbles in January and February before Club Lotus open the season with their Lotus Show and Festival at Donington Park in mid March. Before that, though, there's an International Historic Motorsports Show at Stoneleigh in late February. US friends tell me that they plan to attend either or both of these fine events, so I look forward to a couple of enjoyable weekends kicking tyres and chewing the fat with members of the International Lotus family once more.

Since I wrote this, my Jaguar owning friend came round to borrow some tools and to tell me that he can't understand how the brakes he carefully adjusted a week ago have slackened off and a split pin in the throttle linkage seems to have disappeared. I started to tell him about gremlins but I don't think he believes me ... ☹


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(Every Sat) Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com

FEB 10 (Sat) Lotus Owner South Texas(LOST) Monthly meeting (2nd Saturday of every month) at Star Motor Cars or Lotus of Clear Lake, Houston at 10am. After the meeting, cruise and lunch. Check at http://autos.groups.yahoo.com/group/lotus_ownerssouthtexas/ for place of meeting.

FEB 17 (Sat) Southern Nevada Lotus Car Club meets every 3rd Saturday of the month. Because we try to keep it fresh, we change our locations monthly. This is posted on our web site. For more details go to <http://snlcc.com/PHP-Nuke/index.php> or contact Dave Weinberg. 702-203-9651 livesnd@cox.net

MARCH '07

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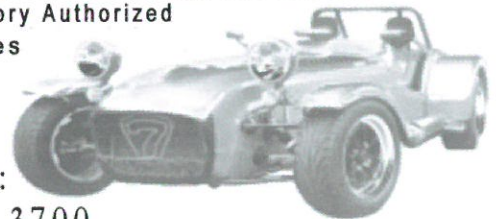
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