

ACROSS THE POND

By Gordon Morris

The traditional start of the European Lotus season has always been Club Lotus' annual Festival at Donington Park. Donington is smack in the middle of England, close to the M1 motorway and East Midlands Airport and is the home of a historic race track and one of the world's best collections of single seater racing cars. There's also a vast (by our standards) Exhibition Hall which Club Lotus fills with displays by the Lotus clubs, dealers and traders as well as a really good autojumble, where Lotus fans from all over the world recycle parts and treasures. I will be there in my capacity as Managing Director of Kermit Racing International, purveyors of rare and beautiful artefacts to Lotus cognoscenti since 1986.

Donington is much more than a trading opportunity; it is a marvellous social experience as well. The traders gather at lunch time on the Friday, set up their stalls and plenty of real dealing goes on that afternoon. A group of us traditionally stay at a local B&B and dine at a superb village pub on the Friday evening, where Lotus bonhomie and banter flows fast and free. The same applies to Club Elite's more formal dinner on the Saturday evening. This is what the Irish call the "craik" and, for me at least, this is what I enjoy most about this weekend.

I see that Classic Team Lotus will be there and Bob Dance and his team will fire up a Formula One Car on the Saturday and Sunday mornings to open the show. A few Lotus Ltd people always come across for this show and they add a very welcome transatlantic flavour to the craik. As I write, I've just finished loading up my Audi TT coupe with all my boxes of stock, suitable kit to wear for the dinner and so on; each time I do this, it only just fits in. One day I'll get a more sensible

daily driver, but not yet!

A precursor to Donington was last month's International Historic Motorsports Exhibition at Stoneleigh. This event has run for a year or so, but this was my first visit. Compared to the rather cold and bland Motor and Racing Car Shows, this was a friendly, welcoming event, with halls packed with historic racing traders, parts suppliers, clubs, race organisers and so on. It is the sort of event where you stop every few yards to chat with friends, discuss your requirements with specialists, order or buy what you need and pick up catalogues to read later. I was pleased to meet so many transatlantic friends at Stoneleigh and was glad to catch up with gossip from that quarter.

Not much has happened on the car front; the winter servicing of the Elan and Seven is complete and all I need is some decent weather and a bit of time to give them both a good run in the dry to make sure that everything I've done and changed has settled down nicely. This summer, I plan two continental trips in the Seven; the first in May to join our Danish friends at the fourth Scandinavian Lotus Seven Meeting in Jutland, and the second in July to Classic Le Mans.

I replaced the Seven's head gasket over the winter, so I want to get 500 miles under its wheels so that I can retorque the head bolts before setting off for Denmark. The Cosworth Ford pre crossflow engine needs tappet clearances of .022" exhaust and .020 inlet and rattles a bit unless these are really spot on. I'll check this while torquing the head bolts and take my time about it to

ensure the clearances are as they should be. I set two feeler gauges to 22 and 20 thou, push the car to the far end of the garage, engage top gear and pull the car forward bit by bit until the valves are in the correct position, adjust clearances as I go and get the last one done before I reach the front wall. Then, just to be sure, I check the clearances again before refitting the rocker cover with a new gasket and a touch of clear silicone sealant. The whole job takes no more than half an hour.

LOG 26 seems a long way off, but – now that dates and location are confirmed – I've started making plans to get to Fort Worth in October. Fort Worth is probably too far from Cleveland for even the intrepid CALL folk to drive, so I'll probably fly to Houston, hire a car and drive the 250 miles north to the LOG. I haven't really seen that part of Texas before, so this will be (yet another) new experience for this inveterate traveller.

Donington in March marks the start of the year for the international Lotus family; Fort Worth in October will end the year – for me at least. Yet again, I savour the prospect of meeting up with members of that family once more and will report the goings on and whatever adventures come my way in forthcoming editions of reMarque. ☉

Hopewell is closer than Hethel.

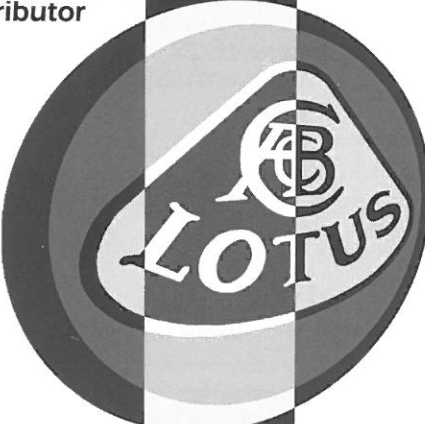
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Elise Wiper Motor Repair and Replacement

Article and Photos by David Koski MD

I traveled to a car show in the Minneapolis area and had a "Lotus experience" which provided the inspiration for this article. Multiple odd electrical gremlins reared their ugly heads and were traced to a loose connection at the electrical disconnect switch (an aftermarket addition for track use.) After diagnosis and repair was completed, I took the car (S1 Elise) out for a test drive in the rain and the wiper motor stopped in mid wipe. A quick check with the voltmeter showed power to the connector at the wiper motor so the logical conclusion was a fried motor, jammed linkage or loose wiper arm. The wiper arm was removed and the shaft did not rotate, the linkage was worked by hand and was free so it was time to remove the wiper assembly.

The wiper assembly is a common part between the S1, S2, 340R, and Exige. In the Series 1, the service manual lists a few apparently simple steps for removal. The wiper arm and body grommet are removed, the plastic wiper motor cover and hood latch disconnected, and the washer hoses pulled off. Three socket head screws are then removed, allowing the motor units removal as an assembly with it's mounting frame. MUCH easier said than done.

The problem is the location of the cap screws. Two are visible by removing the

heater ducting and lowering ones head into the space behind the radiator. After purchasing a pair of cheap reading glasses one diopter too strong, which brought my focal point down to 10 inches, I now could see two of the bolts, the third being tucked under the cowl lip and only detectable by

feel. Access to the passenger side mounting bolt is obstructed by the design of the frame and its removal requires construction of special tooling. A 5-3/4 inch long 6MM hex key with ball end on the long arm is required. I found one at the local hardware store (Eklind part # 13607). Be sure to use a good quality hardened steel key rather than an Asian import of uncertain metallurgy. Place a 6MM socket on the short arm and a six inch long socket extension in the socket. The ball end hex key allows the bolt to be approached from the necessary 15 degree offset and the socket extension allows enough leverage to loosen the cap screw. The same wrench combination is used to remove the other two bolts following which the motor unit can be worked out. The length of the hex key is relatively critical as a shorter key will be fouled by other under hood



Using a custom tool allows access to the problem cap screws

components. The wiper arm operating rod must be fully extended or the motor will not clear the bodywork.

A new wiper mechanism is available through Lotus for \$1,000 (!!!). The problem most likely to occur is a burned out motor. The motor head is a Citroen unit and can be replaced merely by removing three bolts and swapping in a new one (available from EliseParts.com for approximately \$100.) I took my motor to a local auto electrical rebuilder and they checked it out for free, as it turned out there was nothing wrong with it. On a hunch, I reinstalled it and after finding that it still did not work, I grounded the motor to the chassis with a test probe. Instant fix. Most likely, electrolytic action between the steel frame and aluminum chassis had resulted in formation of a thin layer of aluminum oxide which was preventing proper grounding. A couple of steel star washers between the frame and chassis would probably have fixed it, but I elected to run a supplementary ground

Elise Repair (Continued on page 9)

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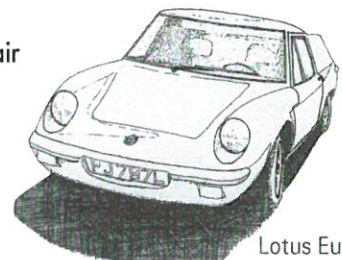
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