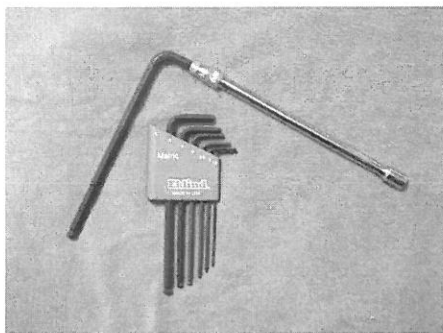


ELISE REPAIR (Cont. from page 8)

wire between the motor case and the upper retaining bolt for the windshield washer.

Now to get it back in the car. Again, the operating arm must be fully extended. With the frame held roughly in place by an assistant, the three cap screws must be started. This cannot be done by hand unless you are the proverbial midget with 10" fingers who can replace the water pump on a Europa without pulling the engine. The trick is to place a cap screw in the previously assembled hex key/socket/extension tool and retain it in place with a bit of modeling clay or plumber's putty packed between the screw and key. This allows some movement of the screw without it's falling free of the key. One also might be able to magnetize the hex key by stroking it with a strong magnet although I didn't try it. Be absolutely sure the screw is not cross-threaded before tightening as chasing the threads on the passenger side would be all but impossible. Once the frame has been tightened it's merely a matter of re-connecting the washer hoses, wiring harness, and heater ducting. Do not connect the wiper arm until the motor has been turned on and off, allowing the shaft to return to its "parked" position. The wiper arm can then be installed extended fully to the passenger side.

The procedure would be similar in a Series 2 Elise except that it is necessary to remove the front clamshell as it extends over the wiper motor. To do this, the two body access panels on the top of the clam and the wheel arch liners are removed. The clamshell mounting bolts and oil cooler line clips along with the headlight harnesses are then removed. Location of the mounting bolts is detailed on pages 9 and 10 of the Elise manual which is available for download from Lotus Cars (www.lotuscars.com) for a very reasonable \$25 (per day). I downloaded the entire manual, printed it, and assembled it in a ring binder. You can also download the four and eight cylinder Esprit manuals for the same \$25, just have plenty of paper and printer ink cartridges available. ☺



The Eklind hex wrench set, #13607

Lotus Ltd. 12/31/2005 Financial Statement

Income

Advertising Income	\$2,853.00
Windshield Stickers	\$14.00
Interest Income	\$110.00
Log Registration Income	\$66,102.00
Log Sponsors Income	\$39,140.00
Total Log Income	\$105,242.00
Membership Dues Income	\$29,283.00
Tech Manuel Sales	\$180.00
Tire Rack Affinity Income	\$362.00
TOTAL INCOME	\$138,044.00

Expenses

Advertising Expense	\$250.00
Bank Fees	\$112.00
Insurance Expense	\$5,474.00
Log 27 Expense	\$1,000.00
Log 24 Expenses	\$103,282.00
Membership Expenses including	
Membership Cards & Roster	
Printing & Mailing	\$4,293.00
Office Supplies & Expense	\$1,342.00
Postage & Shipping non-Remarque	\$3,085.00
Legal & Professional Fees	\$917.00
Remarque Expenses Including Postage	\$13,557.00
Taxes	\$133.00
Telephone Expense	\$1398.00
Website Expenses	\$660.00
TOTAL EXPENSES	\$135,503.00

NET 2005 RETAINED REVENUE **\$2,541.00**

Total 2005 Year End Cash Assets **\$58,873.00**

LOTUS, LTD. Track and Driving School Discount Program

Organization	Region	Discount	Telephone	Website
APEX Driving School	Northeast	10%	(585) 229-2230	www.apexperformedriving.com
Skip Barber Racing School	National (20 tracks)	10% off racing school 25% off driving school	(800) 221-1131	www.skipbarber.com
Bob Bondurant School	Southwest	5% discount	(800) 842-RACE	www.bondurant.com
Derek Daly Driving Academy	Southwest	10% off all programs	888 GO DEREK	www.derekdaly.com
ESPN Russell Racing School	Northwest	15% discount	(800) 733-0345	www.espnrussellracing.com
The Mid-Ohio School	Midwest	\$100 discount	(877) 793-TMOS	www.midohio.com
Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	www.panozracingschool.com
Performance Drivers Association	Northeast	PDA Member Rates	(973) 253-3900	www.imp-auto.com/pda
Bertil Roos Racing	Midwest	15% discount	(800) 722-3669	www.racenow.com
Phil Wicks Driving Academy	Midwest	15% off all programs	(314) 330-6449	www.wicksdrivingacademy.com

Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current ReMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Mark Mazman (630) 240-5059, e-mail markmazman@hotmail.com.

MAGAZINE WATCH (Cont. from page 3)

was that the Lotus was more the tiger, more purpose built to be a rally car than the Chevette but once the Chevette got going it was fun to drive.

There are lots of Lotus goodies in the May issue of EVO. The Westfield Eleven saga continues as the engine is put in place and it actually started. 21 cars are compared in a 0-100-0 test. The Caterham CSR 260 was among the contestants and it blew away the competition, posting a 13.76 time to the Corvette Z06's 2nd best of 13.95. Elsewhere in the issue, there is a 1-page article about the Caterham 210 bhp Cosworth powered C400. EVO gave the car 5 stars. Also rating 5 stars is the Exige S - S for supercharged. This is a 218 bhp, top speed of 148 Exige derivative. At a starting price of about \$55,000, the author of this 1 page article found it to be a "performance bargain."

Tony Trimmer, a journeyman F1 driver, is interviewed in the May issue of Motor Sport. Trimmer raced in 23 F1 cars but never in a points awarding race. His 1st F1 race was in a Lotus 72 in the 1971 Race of Champions. He raced for the Lotus F3 team the following year, even winning at Mallory. As part of that deal, he was to do 3 F1 races with Lotus but a falling out with Peter Warr put that to an end and he moved on at the end of the season.

(US)

That bastion of sports car reporting, Consumer Reports, published its annual car review issue (April). As to the Elise - "it is a quick, lightweight midengined roadster. Its 4.6 second 0-60 time is the quickest we have ever recorded. ... The engine needs to be reved to deliver real punch. The Elise is agile, but is no more so than the discontinued Toyota MR2 or Porsche Boxster. Cornering limits are very high, but the car is unforgiving once past them. You also have to put up with a harsh, noisy ride, a tight Spartan interior, a clunky shifter and difficult cabin access. The canvas top is a nuisance to fold."

The Esprit is not quite gone and forgotten. The March/April issue of Modified Luxury & Exotics takes a 2004 Esprit, one of the last 33 federal cars produced, and pumped it up. But first they were surprised to find out that these last cars were already pumped up - the engine had 10% more power and 13% more torque. When finished, the car gained another 7% in whp and a whopping 25% torque increase. Also included in the work was a spring and shock swap.

The Exige deluge continues with the April issue of European Car (5 pages). But they

go to Europe to test the sold out Exige 240R. The writer says: "The Exige is the ultimate weapon that rewrites the laws of physics in the corners."

Peter Egan writes, in the April Road & Track, about rebuilding the brake calipers on an early S1 Elan he bought a few years back and has now begun to restore. Egan describes the process as only he can - dressed in complete battle gear for the project (coveralls, rubber gloves and a full face motorcycle helmet with a dust mask underneath it).

McLaren F1 designer Gordon Murray, in an article about his Rocket in the February issue of Road & Track, says: "Finally, if there are still any disbelievers out there who think that light weight does not deliver the answer, they should beg, borrow or steal a drive in a 1960's Lotus Elan. Case closed!" (Thanks to Frank Howard for this contribution). Murray has said, for years, that the Elan is the perfect sports car.

Sports Car International (May issue) tests the Caterham CSR 260 (6 pages). Following automotive tradition, this Seven is bigger, more powerful and better. The car is a bit longer and wider and the chassis is 25% stiffer. The suspension is more sophisticated and it results more predictable handling. The 260 bhp engine, a Ford Duratec modified by Cosworth, runs through the Caterham 6 speed gearbox. Even the car's aerodynamics have been improved. This all adds up to a Seven that needs just a touch more than 3 seconds to go from 0-60. Caterham claims a top speed of 155! But it doesn't come cheap - about \$60,000 for the complete car.

More about the Caterham CSR 269 in the May issue of Car & Driver. In a 2 page article, the author concludes that if you want to blow away the competition at a track day, this is your car. But for general enjoyment, the much less expensive SV (\$38,345 v. \$66,500 with the Duratec engine) will be more fun for driving around.

The Exige is among the cars tested in a comparison test of "turnkey track" cars in the May issue of Grassroots Motorsports. The Exige was one of the few road legal cars tested and also one of the cheapest. It was tested with street tires - the same tires that were on the car as it was driven to the track from Atlanta! The testers were impressed and one of them said: "If I had to do track days, this is the car I'd buy." Among the other cars tested were the Viper Competition Coupe (\$156,000) and the Porsche 996 GT3 Coupe (\$140,000).

Stirling Moss is pictured sitting in a Lotus 18 at the Donington Collection, as he recounts tales of driving the 18 - both good and bad

drives - such as winning Monaco and at the Nurburgring in the May issue of Vintage Racecar. He found the car difficult to drive, although a bit easier after switching to the Coletti gearbox from the Lotus "queer box". He said, "... the 18 was not forgiving... If you could drive it to its limits, it was faster than the Cooper."

Also in this magazine are two other articles of interest to Lotus fans, as well as a full page ad for the Exige. Pete Lyons writes about the human side of Graham Hill, including how his error in setting his altimeter led to his death and that of his team's driver and other key personnel. This month's Markey guide focuses on the Formula Junior cars. Values for various Lotus FJs run from \$25,000 for not very good examples to \$90,000 for a first rate 27. Cars covered are the 18, 20, 22 and 27.

The March/April issue of Vintage Motorsport recounts the 12 hour endures at Marlboro and the influx of foreign talent. In 1964 Colin Chapman brought 3 Lotus Cortinas to Marlboro and Lotus finished 1, 2 and 9th. Jackie Stewart was one of the drivers in the winning car, John Whitmore was in the 2nd place car and David Hobbs in the 9th place car.

Think that the Exige is pretty hot? Well when you read about the Exige S in the July issue of Sports Car International you will really be salivating. This 4 page article about the supercharged version of the Exige changes the car from one that "has more grip than power ... the supercharged car's extra lump of torque means that oversteer is easily summoned." For those not familiar with the car it means a spin; for those who know it, and have the skill, it means a beautiful drift. The car has a simple electronic traction control system that the reviewer found necessary. Unfortunately this \$55,000 car will not be sold in the US because the supercharger is fitted where a carbon filter needs to be to meet 50 state emissions standards!!!

A bright orange Exige graces the cover of C16 Autostyle (Issue 114). Inside the Exige is among their "Hotlist" cars and the subject of a 2 page article. Also discussed in the article are some tuning options for the car. But as it stands, the author states this is a "... charismatic machine offering the most distilled serving of dynamic bliss this side of a formula car."

Elsewhere:

The April/May issue of Automobiles Classiques (France) covers the Europa - old and new. There are 6 pages about the old and 2 about the new Europa S. ●