

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.

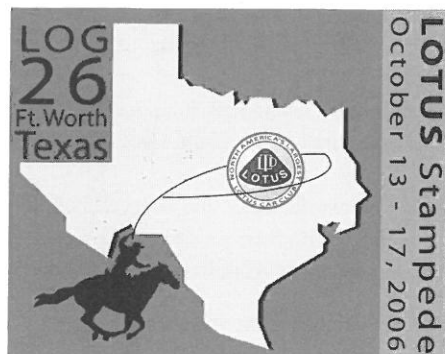


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June 2006

Volume 34, No. 1



## LOG 26: Bigger than Ever!

By Dennis Rooney

Who hasn't heard that everything is bigger in Texas? Ever wondered if it's true? One way to find out is to join us at LOG 26 to be held October 13 - 17 in Dallas/Ft. Worth, Texas! "What's so big about LOG 26" you ask? Well, for starters we're having TWO Track Days instead of the usual one-day track affair! Track Days will be held at the Texas Motorsport Ranch on Monday and Tuesday. In addition, we're holding an event each Track Day that we call "Shaken, Not Stirred" which is an opportunity for LOG attendees (including immediate family members 18 and over) to be driven around the track at speed in a Lotus piloted by one of our Track Day Instructors.

Friday's Reception, held at the Marriott Dallas Solana which is the official LOG 26 Hotel, will be highlighted by a buffet style meal and is where LOG officially "starts". The Reception will be punctuated by opening comments and feature a guest speaker. Of course, we'll also be holding standard LOG events such as the Photo, Craft, and Model contests as well.

Saturday morning will be filled with various Tech Sessions and staging of everyone's Lotus for the caravan to the Concours site. Since this is Texas and therefore events need to be BIG; this year's Concours will be held at the Circle R Ranch. Lunch will be served in the Circle R's "Western Pavilion" which will be open all afternoon to provide shade, drinks and a place for catching up with old Lotus friends and making new ones. In addition to

the Auto Jumble and Concours photographs usual to this event, we've gone to great lengths to ensure that no one will get bored on Saturday. To that end the Circle R Ranch has entertainment provisions that we're welcome to use and in addition there will be a number of special LOG 26 Concours Events such as "toilet seat horseshoes", "Cow Patty Toss", "Elise Top Removal Contest" and maybe even some others as well. Awards will be given to the winners and who wouldn't want a trophy such as "First Place LOG 26 Cow Patty Toss" with which to bestow bragging rights and grace their fireplace mantels?

The centerpiece of each LOG, Saturday evening's banquet, will be set at the Marriott Dallas Solana. In addition to a sumptuous dinner, entertainment will be provided by Lotus Ltd. speakers and guest speakers. And to make the evening even more memorable

for a lucky few, a host of door prizes will be awarded.

Sunday will see the Autocross participants gather at the Texas Motor Speedway for a morning of screeching tires and Texas sized grins as they wind their way through a maze of pylons. The afternoon will be devoted to participation in the Gimmick Rally which is an expanded (remember, this IS Texas) version of the Scenic Drive usually held at LOG. Sunday evening will be highlighted by a Mexican Buffet followed by a meeting (Track Tech Chalk Talk) for those participating in Track Days.

All-in-all we expect to have a grand time and we're also hoping to share it with as many of you as possible. So mark your calendars and make your plans to join us in Texas this fall for LOG 26. We'll be sure to leave a light on for ya... ●

## Group Lotus Plc Announces Change in the Senior Management of the Company

**11 May 2006** With immediate effect, Mr. Michael J Kimberley ("Mike") took over as Acting Chief Executive Officer of Group Lotus Plc. Mike currently chairs the Executive Committee of Lotus Group International Limited (LGIL).

Given his vast experience and expertise in the automotive industry, Mike is a natural choice to manage the company and he will be supported by the existing management team at the Company and will continue to draw upon the support of the shareholder, Proton Holdings Berhad (PROTON), the ultimate holding company. His priorities will include improving the overall performance of Lotus as well as preparing and strengthening the specialist car company and high-technology engineering and consulting company to compete in a wider market and on a broader business base globally.

Proton strongly believes that Lotus has a critical role to play in the Proton Group to



enable it to become a successful automotive engineering and manufacturing group and a prominent brand globally. Hence, Proton will continue to provide strong support to Lotus and its group of companies. In view of the above, Proton has set up a special team to provide close and specialist support to Mike and the management at Group Lotus Plc, to

*Group Lotus (Continued on page 9)*



## LOTUS ReMARQUE

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## Group Lotus plc Appoints Robert A. Braner as President and CEO of Lotus Cars USA, Inc.

**May 26th, 2006** – Group Lotus plc, announced that Robert A. ("Bob") Braner has been appointed to the position of President and CEO for Lotus Cars USA, Inc., with immediate effect.

Mike Kimberley, Chairman of LCU and CEO of the parent company Group Lotus said; "I'm delighted to welcome Bob to Lotus; he's both expert and passionate about the business of great driver's cars. He will spearhead the expansion of our dealer franchise and our customer base in North America, as we prepare to launch our new high performance sports car in 2008."

Bob Braner brings to Lotus over 30 years of retail automotive and distribution experience that culminated in the position of President and CEO of Automobili Lamborghini USA, Inc. He has most recently completed the restructure of Broadleaf Capital Partners, Inc., as its Interim President and CEO. Broadleaf Capital is a publicly traded diversified investment holding company that provides finance and management services to small and medium sized companies with the objective of entering the public market.

"This is a very exciting and dynamic time for Lotus Cars worldwide," said Braner, "both the Elise and Exige have already made a huge impact in the USA with their sensational driving and ownership experience. I look forward to leading the team here as we work to expand the brand's position, appeal and reach. We are also looking to further enhance the value of the Lotus retail dealer franchise, as we move towards the launch of our new super-sportscar."

John English, past President and CEO at LCU, who has been with the company throughout the launch of the Elise and Exige said; "Lotus is an inspirational brand with thought-provoking products and a proud heritage of many performance innovations. In 2005 Lotus Cars USA had record car sales with over 2400 new customers finding out for themselves what makes the Lotus brand very special in comparison to other sports cars. I am very pleased to have played a major role in the success of the Elise and the launch of the Exige. It has been exciting and gratifying for me to know that new Lotus owners have a great deal of satisfaction and enjoyment with their cars."

Mike Kimberley further stated: "I would like to thank John English for his contribution to Lotus to date. He is a very skilled automotive professional and under his leadership we have seen the brand grow over the last 2 years. We very much appreciate his dedication, commitment and contributions to Lotus."

## Where's My ReMarque?

Michael Gulley, Editor and Publisher

This is the second issue that has been published in 2006. So, no, you have not missed any issues in the mail.

You will not miss any future issues, as your membership in Lotus, Ltd. is based on twelve issues of ReMarque, not twelve months. The rollover date for Remarque volumes is in March. So, this is the first issue of Volume 34.

As I stated last issue, this is a volunteer organization that is dedicated to producing the ReMarque, and the club website at [www.lotusclub.org](http://www.lotusclub.org). Unfortunately, it sometimes becomes very difficult to maintain a schedule, due to "outside interests" such as work and home life.

We NEED your assistance to help keep us on track. If you have an interest in writing, editing or helping to produce the layout for ReMarque, please forward your contact information to [editor@lotusclub.org](mailto:editor@lotusclub.org).

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## Magazine Watch

By Foster Cooperstein

(UK)

There's a brief blurb in the 15 March issue of Autocar about the new Esprit, complete with an artist's rendering of what they think the car will look like – very much M250ish. The car, undergoing crash testing, will be launched in early 2008. It will be smaller than a Ferrari or Lmaborghini, according to Lotus design chief Russell Carr. Expect V8 power and twin turbos, BMW is mentioned as the likely engine source, with a 6 speed transmission. They expect to produce 2,500 cars per year, which seems high.

The Geneva show car, the APX, is featured on the cover of the 7 March issue of Autocar. Inside is a 2 page article about the APX, a 7 seat hatchback designed to show off Lotus Engineering's capabilities. APX stands for Aluminum Performance Crossover and the car is something of a mix between an MPV and a performance coupe. It is powered by Lotus' new 300 bhp V6 engine and uses Lotus' Variable Vehicle Architecture (VVA). The VVA technology is an aluminum chassis system perfect for limited production runs as the tooling cost is relatively low. It uses a series die cast aluminum corner nodes that are connected with low cost pieces, allowing for a variety of designs. This chassis is close to what the new Esprit will use.

The 21 February issue of Autocar includes their 2006 Reader's Poll. The Elise placed 5th in the "convertible" category with 7.4% of the vote as compared to category winner Aston Martin DB9 Volante's 12.1%.

Included with this issue of Autocar is a small booklet – Half-Price Heroes. Among the bargain priced (UK) used cars, are the Lotus Carlton (\$19,000 – but beware of a shortage of spare parts), the 2000 Exige at \$26,000 (but beware of oil blowing out of the tail pipe – may need valve seals) the 2001 Esprit V8 (\$35,000) and a 2002 Elise 111S (\$28,000 but be sure that the suspension has been rebushed and insist upon new tires). And the back cover is an ad for Lotus finance with 3 different Elises pictured.

According to the April issue of CAR, VW is talking with Lotus about putting VW's 3 wheeled concept car into production. Lotus' involvement would be to help with the R&D as well as to supply the front suspension and steering assembly, which is "virtually identical" to that of the Elise.

The January issue of Race Engine Technology contains a 3 page tribute to the late Keith Duckworth.

There are few articles in EVO's April issue that may interest Lotus related fans. The Caterham race academy, for entry-level racers, is the subject of a 5 page profile. It is highly recommended for the budding racer. Elsewhere in the issue is a time comparison for a number of cars for the west circuit at the Bedford Aerodrome, EVO's test track. The Caterham R500 Evolution was more than 4 seconds quicker than the runner up Porsche 911 GT3 RS. The Caterham also put in the absolute top speed. 10th was the Elise 111R, 10 seconds slower than the Caterham, but this time was set on a track with some damp spots. 52 cars were tested. The last Lotus related article is the second installment in the saga of building a Westfield' XI. Not all has gone smoothly in the project. For example, when the engine was installed, they found that they could not get the distributor cap on. Despite being told that they had the wrong distributor, they didn't. The solution arrived at was to put a spacer underneath the right hand engine mount. Other problems included fitting the radiator backwards. Other problems included installing the fuel tank, which required trimming away a bit of the body and slightly reshaping the tank. Clearly not a project for the non-mechanically inclined without a full workshop.

The "Star Car" in the April issue of Practical Classics is the restoration of a 1965 Elan S2. The owner has had the car since 1967 and is the only person to work on it during that period. The car was off the road for 10 years until 1998 when it was mechanically restored and last year the body and interior were done.

The April issue of Classic & Sports Car includes a 4 page article about the Lotus 47 and a 47 that was recently restored after a 30 year "sleep". This car, chassis 47-GT-68, was bought and restored by Martin Ricketts, son of Lotus fanatic Malcolm Ricketts.

There's a inset of the Elise S1 on the cover of the May issue of Thoroughbred & Classic Cars. Inside is a 3 page buyer's guide that includes what to look for (one of the most serious problems is the cylinder head gasket, also carefully check the suspension, particularly the shocks – if the car is more than 6 years old, be sure that the shocks have been replaced – they are expensive), who can help, what it costs to own one and a brief history of the car.

See the May issue of Car for 2 Lotus articles. The 1st is a 4 page article about the next Esprit (which may not be named Esprit). The car is due in early 2008. It will be rear wheel driven by a mid-engined V8. The

exterior, which will have some design cues from the 1st Esprit, is signed off on. They are working on the aerodynamics. The 1st version will be wingless but later, higher performance versions will have a rear wing. The cabin will be considerably larger, able to accommodate a 6' 5" person with size 15 feet.

This is important as half of the production is headed to this country (600+ cars). The chassis will use the Lotus VVA (Versatile Vehicle Architecture) system. According to the article's author, the car will be powered by a Lotus tuned version of BMW's 5 litre V8 from their E39 M5. The rumor is that Lotus will run it at at least 400 bhp, giving the car a power to weight ratio of 308 bhp/ton. Lotus' head honcho, Kim Ogaard-Nielsen says that the car will be a serious challenger to the 911.

Immediately following the Esprit piece, which contains a sidebar item about the APX, is a 2 page article about the Europa S. This is Lotus' 1st entry into the \$55,000 long distance sports car market. While Elise based, the Europa has more of everything – more engine, more weight, more interior and trunk space and more entry access. Production is targeted at 500 cars a year – and it will not be available in the US because the engine is not US certified.

It's off to snowy Denmark to visit the owner of 2 Sevens (Series II and IV) and a Marcos in the April issue of Classics Monthly. The original Ford Kent engine in the Series IV Seven has been replaced by a highly tuned 2 litre Zetec engine putting out 212 bhp! The car has also been lightened, losing more than 130 pounds and weighing in around 1200 pounds. This car is used for track days and some racing. The Series II car is an early twin cam engined car that came from Canada. Due to the current owner being 6' 5" tall, the car is for sale as he doesn't fit in it very well!

There are 2 spy pictures 'of the next Esprit in the 19 April issue of Autocar. The car is bigger than the old car; several inches longer and in the front track. The photographer said that the car has "massive" dampers, thought to be the key element in the car's active suspension. Also, the car is to have a Lotus transmission that is thought to use "launch control".

In the same issue is a 2 page Esprit buyer's guide. The S4 and S4s were the most highly recommended while the S1 and S2 cars, as well as the early V8s were said to be cars to stay away from.

The Spring issue of Classics Monthly compares the Talbot Sunbeam Lotus with the Vauxhall Chevette HS. The conclusion

*Magazine Watch (Continued on page 10)*



## THE GREAT, SEDATE TLC GOING-OUT-OF-BUSINESS SALE

It's been fun, but the time is coming for TLC to abandon the field to the other reMarque advertisers.

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## GROUP LOTUS (Cont. from page 1)

address the key opportunities for Lotus for the future.

Kim Ogaard-Nielsen, former CEO of Group Lotus Plc, has stepped down to pursue his other entrepreneurial interests. Kim joined Group Lotus Plc in November 2004 and has presided over a number of projects during the past eighteen months. Lotus would like to record its thanks to him for his service to the company during this period.

Speaking from Lotus headquarters at Hethel today, Mike Kimberley said, "All specialist sports car companies operate in volatile and highly competitive markets. However, sales of the Elise are moving ahead in the USA and are being further enhanced by the new introduction of the Exige model. I can assure our customers, business partners and all who watch this iconic marque with interest, that Lotus is a highly valued and integral part of the Proton Group."

*Notes: Mike Kimberley has been associated with the LOTUS brand for over 22 years, since joining its founder, the late Colin Chapman in 1969. He worked his way up the Company, was appointed as the Managing Director of Lotus Cars Ltd. between 1976 until 1983 and became the CEO of Group Lotus Plc between 1983 until the end of 1991.*

*Mike is a well-respected veteran of the automotive industry, having spent over 30 years with various world-renowned automotive companies including General Motors, Jaguar and Automobili Lamborghini SPA.*

*Two of his major achievements were the rejuvenation of Group Lotus Plc following the tragic loss of its founder, Colin Chapman in the late 1982 and the revival of the Italian supercar maker, Automobili Lamborghini SPA, in 1994.*

*More recently, he was appointed to the Board of Directors of Group Lotus plc as well as Lotus Group International in August 2005.*

## On the web:

New Lotus CEO Mike Kimberley has outlined his plans for the Norfolk firm in an exclusive interview with Autocar's Steve Copley. Chief among Kimberley's aims is a doubling of annual production from around 4000 cars to 8000, to be achieved through the expansion of the current Elise and Europa line-ups and the introduction of a new Esprit, due in 2008.

The new car is tipped for launch late next year. Like its predecessor, the new Esprit will be mid-engined, but targeted at the luxury supercar market. A BMW V8 is said to be the powerplant of choice, and the Esprit will showcase Lotus' expertise in extruded aluminum chassis manufacturing (as used in the APX concept car). The Esprit's successor is a mid-engined two-seater that will cost about £80,000.

Alongside an expansion of its own models, Kimberley also said that Lotus was 'certainly interested in new projects along the lines of the Lotus Carlton'. The 176mph super-saloon might not have been a huge sales success (it was a victim of the early '90s recession), but like the Lotus Cortina and Talbot Lotus Sunbeam before it, it emphasised the depth of Lotus's engineering know-how.

Plans are reported to use spare production capacity at Lotus' Hethel premises to make one or more niche models for big car manufacturers. He expects the first models for an undisclosed maker to be in production in 2008.



# Growing Up Lotus

Article and Photos by Anthony Kimberley



*Anthony Kimberley MCMI, MIMI, is the middle son of Mike Kimberley, CEO and Managing Director of Group Lotus. In his time, Mike Kimberley has been instrumental in the growth, innovative development and design of new models from Lotus and his CV ranges from Project Leader to Technical Director on Europa TC, Elite, Eclat, Esprit, Excel, Lotus Sunbeam and Lotus Carleton (Omega).*

*Anthony is the only son to "follow in his fathers footsteps" by going into the Motor Industry and has worked for such companies as MAN Trucks, Tata, MG Rover, Mercedes and has just started with Honda at their local dealership in Norfolk.*

*Unlike his father, Anthony has always been more into Sales and Marketing and recently qualified as a Chartered Manager by completing his HNC in Motor Industry Management and Technology. His new position as Corporate Sales Manager, allows him to indulge in his passions of cars and talking (those who are members of the Lotus Esprit Forum will know him well for the latter). Anthony Lives in Norfolk, UK with his wife Wendy and 4 kids.*

"What are you going to be in life when your earliest memory is of your dads first new Lotus, a purple Elan +2. I must have been 4 yrs old and I still remember it's new car smell, smooth lines and that exhaust note!! I'm sure all Lotus fans have a special place in their heart for a raspy 4 cylinder. Unlike my brothers, I loved cars and anything to do with them and to this day I still get a childlike gleam in my eye every time I see an old Lotus. Last weekend my wife thought I was having a fit at the wheel of my car when I saw an

old Europa parked in a supermarket carpark!

Lotus! When we say that word I always see a new gleaming Esprit, Elite or Europa. These were the cars that really attracted me, though for different reasons. I am sure many, if not most, of the general public would agree with me. These were cars that created passion in kids and adults alike; they were years ahead in design, engineering and sheer driving pleasure.

HOWEVER, ask those who designed and built these cars and I know the answer. Asked recently in an open forum, my father was asked which was his favorite Lotus..."For design and Engineering it has to be the Elite (which won many accolades including the Don safety trophy for it's in built, innovative safety features). However, overall, I would have to settle on the Excel, it was the most sorted, reliable, drivable and useable Lotus ever built and highly underrated".

When I stop and think about it I have to agree. We had many Lotus's (or is that Lotii?) whilst I was growing up. From the Elan +2 in that beautiful purple to a Brown Elite (you never see brown cars anymore... I wonder why?) with a brown suede interior (I feel sick just thinking about it), then many other Elites and Excels before dad finally got his wish and got his first Esprit. Not easy to fit into when you are 6ft 6in tall (they actually removed the seat runners and bolted the seat onto the floor). This first Esprit was special as it was one of the 1989 special edition pearlescent white ones. Wow that was a stunning car at the time. Then there were several Elan SE's and a Lotus Carleton (Omega) before dad finally moved to General Motors in Malaysia (A story for another day).

However, the Elite was the start of great



*(from Left to right) Fred Bushell(FD), Tim Enright, Richard Morley, Mike Kimberley, Tony Rudd, Colin Chapman and Don Mclauchlan. Collecting the Don Safety Trophy for the Elite.*

things as Guigaro was involved in the interior design and it was this introduction that made Colin Chapman and my dad seek him out at the Turin show. And that led to the Esprit, one of the 20th Century's automotive Icons and maybe the car that made Lotus truly globally famous.

I have many great stories and memories to put in writing, but with time (and space) running a little short, these will have to wait for another time (or issue).

I will say that if you want a great read about those times and the Esprit, pick up a copy of the new Coterie Press book by Jeremy Walton.

Thanks for your time and I hope I have the opportunity to share some more stories and thoughts soon. ☺



*Dad with our brown Elite at the UK owners club.*



## Lotus Car Care Tips

Article and Photos by Atwell Haines

Several people have asked me, "Tell us how you keep that old clunker of an Esprit lookin' good?" The eighteen-year-old car has the original Claret paint (only eight Esprits made in this color) and has been driven over most of the US, east of the Mississippi. It still fares well in the LOG concours despite being all-original.

"It's all in the care," I tell them, "It's all in the care".

So, below are some of the methods and philosophies I use when I care for my car. You may have your own favorite tricks...but this is what has worked for me.



### Washing

First step is to get the right equipment. Paint is SOFT so grit in your sponge or wash-mitt will cause fine scratches or swirl-marks.

A nice quality sponge is what I use. My wash bucket has a holed platform on the bottom so that the sponge can't pick up stray grit that sinks to the bottom. The picture shows a commercially available solution.

Some people use two buckets, one for wash and one for rinse... same goal.

Car Wash solution: I generally use what is on sale, as long as it is made for cars. The exception is that I use Dawn dishwashing detergent before waxing. Dish detergent removes wax, so it should not be used on a regular basis... it causes a dull look.

When washing, be sure to wring out the sponge or mitt each time you dip it in the bucket. Again, this minimizes the chance of swirl marks. Don't press down hard! Paint is SOFT. Let the weight of your hand do the work. Use LOTS of soapy water... don't scrimp. Wash in the shade so the soap doesn't dry on the surface. Start at the top and work your way down... that way the water stays clean as long as possible. The lower third of the body (and the wheels) collect the most grit so do them last. I keep a special sponge for these areas, I save the cleanest sponge for the higher portions of the car.

juice from the windshield...it won't scratch the glass at all, just be sure to rinse it totally away before washing or drying the remainder of the car.)

For drying, I use a synthetic chamois cloth (clean) followed by a lint free bath towel. Sometimes you miss a few spot when you wash, so if the chammy or towel gets the least bit dirty, I use another. Remember, paint is soft, don't press hard.

A word about towels: when you wash them don't use fabric softener, it causes streaks.

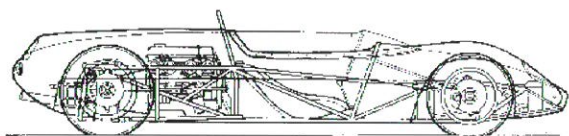
Glass: Most commercially available window wash solutions cause streaks. This is not always the fault of the solution, it's often because of the towels you use. They are loaded with chemicals whether they are paper or cloth. (See note about not using fabric softeners, above). The best way to get around the streaks is to clean as normal, then wad up a sheet of black and white (NOT color!) newspaper. Use this to wipe the glass...it will become streak and haze free!



I use a few specialty brushes to clean the wheels, all made with soft bristles. That's the easiest way to get into all the wheels' nooks and crannies. For rubber tires I use Bon Ami brand scouring powder...it cleans the rubber well. (I also use Bon Ami to remove bug

Lastly: Never work near your car's paint wearing anything containing metal. OK, maybe your teeth fillings are OK. Otherwise, I wear sweats in cool weather or sweat-shorts and a tee shirt in summer. Did I mention that paint is SOFT? ☺

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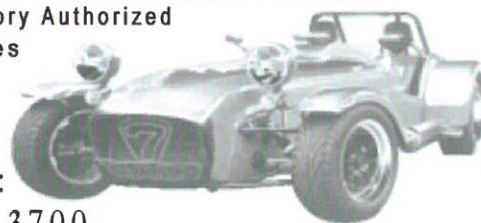
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## ACROSS THE POND

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.**

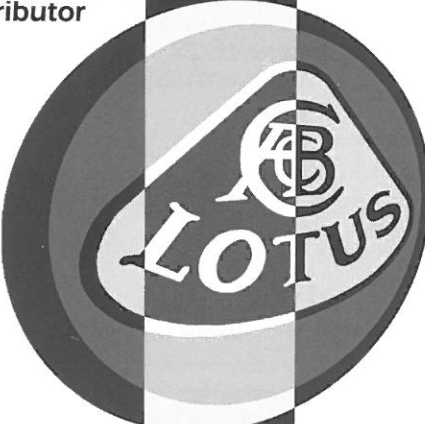
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# Elise Wiper Motor Repair and Replacement

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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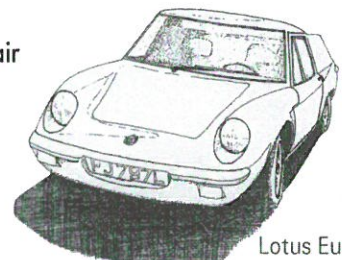
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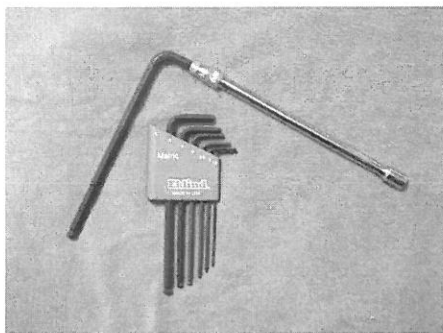


## ELISE REPAIR (Cont. from page 8)

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](http://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
<b>TOTAL INCOME</b>	<b>\$138,044.00</b>

### 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
<b>TOTAL EXPENSES</b>	<b>\$135,503.00</b>

<b>NET 2005 RETAINED REVENUE</b>	<b>\$2,541.00</b>
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<b>Total 2005 Year End Cash Assets</b>	<b>\$58,873.00</b>
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APEX Driving School	Northeast	10%	(585) 229-2230	<a href="http://www.apexperformedriving.com">www.apexperformedriving.com</a>
Skip Barber Racing School	National (20 tracks)	10% off racing school 25% off driving school	(800) 221-1131	<a href="http://www.skipbarber.com">www.skipbarber.com</a>
Bob Bondurant School	Southwest	5% discount	(800) 842-RACE	<a href="http://www.bondurant.com">www.bondurant.com</a>
Derek Daly Driving Academy	Southwest	10% off all programs	888 GO DEREK	<a href="http://www.derekdaly.com">www.derekdaly.com</a>
ESPN Russell Racing School	Northwest	15% discount	(800) 733-0345	<a href="http://www.espnrussellracing.com">www.espnrussellracing.com</a>
The Mid-Ohio School	Midwest	\$100 discount	(877) 793-TMOS	<a href="http://www.midohio.com">www.midohio.com</a>
Panoz Racing School	FL, GA, TX	10% off track days	(888) 282-4872	<a href="http://www.panozracingschool.com">www.panozracingschool.com</a>
Performance Drivers Association	Northeast	PDA Member Rates	(973) 253-3900	<a href="http://www.imp-auto.com/pda">www.imp-auto.com/pda</a>
Bertil Roos Racing	Midwest	15% discount	(800) 722-3669	<a href="http://www.racenow.com">www.racenow.com</a>
Phil Wicks Driving Academy	Midwest	15% off all programs	(314) 330-6449	<a href="http://www.wicksdrivingacademy.com">www.wicksdrivingacademy.com</a>

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](mailto: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. 



# LOTUS LTD'S 26<sup>TH</sup> ANNUAL LOTUS OWNERS GATHERING

Dallas / Ft. Worth, Texas October 13<sup>th</sup> - 17<sup>th</sup>, 2006

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**Note:** When completing the following, please neatly print name(s) to be used on individual name tag(s) and also clearly indicate which items selected apply to each individual.



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Your First LOG? Yes \_\_\_\_\_ If "No", Number Attended: \_\_\_\_\_ Dietary Restrictions: \_\_\_\_\_

Lotus You Plan to Enter in Concours (Year/Model/Series/Color) \_\_\_\_\_

[Not bringing your Lotus? No problem! Write an original & outrageous essay on why not (300 words max) and send it to Lotus Ltd. headquarters at P.O. Box L or submit it at LOG registration to compete for the "Liar's Essay" award]

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Lotus of Clear Lake LOG 26 Friday Evening Reception Number Participating \_\_\_\_\_ **FREE**

Overseas Lotus Concours Lunch Number Attending: \_\_\_\_\_ Names: \_\_\_\_\_ **FREE**

### Lotus Cars USA LOG 26 Saturday Evening Banquet Selections

Solana Beef Tips (\$38) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Chicken Marsala (\$35) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Vegetable Plate (\$35) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Child's Chicken Meal (\$18) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

### Bridgestone Tire LOG 26 Sunday Evening Buffet

Adult/Child Age 13-17 (\$35) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Child Under Age 13 (\$18) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Star Motor Cars Sunday Scenic Tour Number \_\_\_\_\_ Name(s) \_\_\_\_\_ **FREE**

Yesteryear Motorsports Autocross (\$30 Per Entrant) Number \_\_\_\_\_ Names \_\_\_\_\_ \$ \_\_\_\_\_

### Yokohama Tire LOG 26 Track Days

Monday Track Day Only: (\$200 per Entrant) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

Monday & Tuesday Track Day (\$250 per Entrant) Number \_\_\_\_\_ Name(s) \_\_\_\_\_ \$ \_\_\_\_\_

### British Auto Specialists Monday & Tuesday Track Day Lunch (Compliments of Jeff Sloan)

Number (Including Driver) Attending Monday Track Day Lunch # \_\_\_\_\_ Tuesday Track Day Lunch # \_\_\_\_\_ **FREE**

### Official LOG 26 Apparel (Sponsored by JAE and Sector 111) [Indicate Number of Each Size]

T-Shirts S \_\_\_\_\_ (\$15) M \_\_\_\_\_ (\$15) L \_\_\_\_\_ (\$15) XL \_\_\_\_\_ (\$15) XXL \_\_\_\_\_ (\$17) \$ \_\_\_\_\_

Embroidered Polo Shirts S \_\_\_\_\_ (\$25) M \_\_\_\_\_ (\$25) L \_\_\_\_\_ (\$25) XL \_\_\_\_\_ (\$25) XXL \_\_\_\_\_ (\$27) \$ \_\_\_\_\_

Embroidered Denim Long Sleeve Shirts S \_\_\_\_\_ (\$28) M \_\_\_\_\_ (\$28) L \_\_\_\_\_ (\$28) XL \_\_\_\_\_ (\$28) XXL \_\_\_\_\_ (\$30) \$ \_\_\_\_\_

[Orders after early registration deadline or by non-attendees will be delivered after LOG and are subject to shipping and handling fees of \$5 for the first item plus \$2 for each additional item.] S&H Fee \$ \_\_\_\_\_

Mail This Completed Form With Payment to:

**Total Registration Amount Enclosed**

Lotus Ltd. P.O. Box L, College Park MD. 20741 [US Funds Only. Make Checks Payable to "Lotus Ltd"] \$ \_\_\_\_\_

**Refund Policy:** Please visit the Lotus Ltd. web site [www.LotusCarClub.org](http://www.LotusCarClub.org) for more information or phone (301) 982-4054 during business hours (US Eastern time). **Lotus Ltd. is not responsible for hotel arrangements.** Membership dues are nonrefundable!

### Track Days Hotel (LOG 26 Discount Pricing at the Marriott Solana Hotel good only through Sunday evening)

**Note:** Track Day participants are responsible for making their own Monday/Tuesday hotel arrangements. A block of rooms is reserved at the La Quinta Inn & Suites (contact information below) for Track Day participants. A larger than expected turnout may result in filling this hotel.

If this occurs, Track Day participants not able to reserve room(s) at the La Quinta Inn & Suites will be responsible for finding lodging elsewhere.

La Quinta Inn & Suites 1915 Wall Street Weatherford, Texas 76086 Phone: (817) 594-4481 LOG Rate: \$69/night



## Pit Stops

(Submit Local Group Events to Dom Giangrosso, dglotusltd@optonline.net)

- June 6** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- June 10** (Sat) Lotus Owner South Texas Monthly meeting (2nd Saturday of every month) at Star Motor Cars, Houston at 10am. After the meeting, cruise and lunch.
- June 20** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- July 1** (Sat) CALL Fun Rally. This is a day trip through northern Ohio (Not as long as the Dragon Run). Organized by Michael and Jennifer Rohaley.
- July 2** (Sun) LOONY Sunday Breakfast Meeting at the Geneseo Family Diner. Arrive at 9:15-9:30AM. (On the "Main" street of Geneseo, NY, Right across from where the Bronze Bear was located)
- July 4** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- July 8** (Sat) Lotus Owner South Texas Monthly meeting (2nd Saturday of every month) at Star Motor Cars, Houston at 10am. After the meeting, cruise and lunch.
- July 16** (Sun) - LEO of NY/NJ - The Lotus Enthusiast's Organization (NJ/ NYC Area) meets for its Summer Picnic at Schooley's Mountain County Park in Washington Township, NJ (AKA Long Valley, NJ). The Picnic will include plenty of hot food, a Rally, and a popular choice car show (it's all optional for those without pristine cars or the non-rally types) A small fee will defer the cost of trophies, plus everyone should volunteer to bring something. The date is tentative so Contact / RSVP Stu Ross, 908-876-3688 or tuross42@earthlink.net
- July 18** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- Aug 8** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- Aug 12** (Sat) Lotus Owner South Texas Monthly meeting (2nd Saturday of every month) at Star Motor Cars, Houston at 10am. After the meeting, cruise and lunch.
- Aug 22** (Tue) Club Lotus Northwest meetings are held on the 1st and 3rd Tuesday of each month at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- October 13 - 17** (Fri - Tue) Join us in Fort Worth for the 26th Annual Lotus Owners Gathering (LOG 26) "Lotus Into The Future", featuring the 40th Anniversary of The Europa. Details on the club website at [www.lotusclub.org](http://www.lotusclub.org)

## CARS FOR SALE

**1985 ESPRIT TURBO.** red/tan, spotless, xln., orig. Goodyear tire test vehicle in Germany & fitted with special roll cage, sold to current owner after shipping to U.S., 3K mi. on fully overhauled eng. (in 2003). \$25,000. Michael Rohaley, (440) 205-9456 (OH), [michaelrohaley@sbglobal.net](mailto:michaelrohaley@sbglobal.net).

**1972 ELAN SPRINT DHC.** Frame-up restoration. CV joints, new alternator, new top, new windscreen, new Spax shocks, all new suspension bushings, new gas tank much more. Needs work on interior and body paint. Most wiring is new. Runs great - easy project car. Photos. available. \$11,000. Jack Colegrove, 239-222-0756. (Ohio)

## PARTS FOR SALE

**TIRES.** Goodyear racing, 20x8x13, R430 compound, used, great for solo or track days, \$20 ea. plus ship. Gary David, [gdcomputer@aol.com](mailto:gdcomputer@aol.com), (330) 467-1074 (OH).

**FOR ELAN.** Orig. Lucas gen., \$50; orig. Lucas voltage reg., \$20; fan belt, \$2; starter solenoid, \$6; orig. 24-in. starter cable, \$2; orig. Lucas starter, \$30; set of new diff. torque rod mounting washers, \$5; vinyl shift boot, \$5. Frank Howard, (612) 823-3403 (MN), [type45@aol.com](mailto:type45@aol.com).

**FOR EUROPA TC.** Orig. starter solenoid, \$20; new output shaft oil seal, \$20. Frank Howard, (612) 823-3403 (MN), [type45@aol.com](mailto:type45@aol.com).

**FOR ELAN/EUROPA.** Orig. rad. fan motor, \$20; orig. evaporative control device, \$15; orig. flexible steering coupling, \$2; orig. on/off rocker switch, \$15; pr. of orig. brk. servos, \$50 ea.; pr. of used fuel pump insulators, \$1.50 ea.; 3 intake vlvs., \$14 ea.; 3 exhaust vlvs., \$16 ea.; 7 vlv. spring sets, \$5 ea.; new 45mm I.D. O-rings for Weber mount, \$1 ea.; 3 used & 3 new crossover pipe gaskets, \$4; new rear cover gasket for 6-bolt lip seal eng., \$1.50. Frank Howard, (612) 823-3403 (MN), [type45@aol.com](mailto:type45@aol.com).

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