

Magazine Watch

By Foster Cooperstein

2006 Summer Magazine Reviews

(UK)

The new Esprit fills the cover of the 21 June issue of Autocar. Inside is a 4 page article about Lotus' 5 year plan. The new Esprit, with a V8 engine (most likely from BMW) is due next year and while it will have a name beginning with E, it may not be called Esprit. A new +2 "family" car, along the lines of the Excel, is part of the plan that has yet to be approved by Proton. But Mike Kimberley recognizes the need for such a car, priced below \$70,000.

The rest of Kimberley's plan includes increasing production to 8,000 cars per year (3 model lines) and greatly expanding the engineering consultancy (by 4 times the present revenue) by concentrating on hi tech.

Three very different Lotus modified cars are compared in the July issue of Practical Classics. The Lotus Cortina (43 years old), Talbot Sunbeam Lotus (25 years old) and the king of them all, the Vauxhall Lotus Carlton (15 years old) are put through their paces in this 5 page article. Both the Cortina and Sunbeam were rally champions. The Carlton was just a very mean wolf in sheep's clothing! For value, the author liked the Sunbeam Lotus. For go, none of them compared to the Carlton.

The EVO Westfield Eleven build saga finishes in the July issue. After 500 working hours, the Westfield was on the road and ready (they hoped), for its road worthy approval (SVA) test. The factory checked over the car before it was dropped of for the inspection. The car passed, so the next step should have been simple – pick up the plates and pay the tax. But as luck had it, this was one of about 10% of the cars that is given a thorough going over. The car passed, and about a year after the project was started, the car was on the road. About \$21,000 lighter of pocket, the car was a driver and will be driven to LeMans to celebrate the 50th anniversary of the Lotus Eleven's LeMans debut.

The June issue of EVO has a 1 page article about the Westfield Sport 2000S FW. The body of this car is less "Sevenish" and is lighter than the usual Westfield body, hence the FW designation. With a 6 speed sequential gearbox and tuned engine giving off a maximum 250 bhp, Westfield rates the car's top speed at 148 mph and a 3.2 second 0 – 60 time. The cost? A bit over \$60,000.

Want to buy a carbonfibre roof for your 340R? For only around \$7,500 (which

includes fitting and painting – of course you must take your car to England for the fitting), you can get one from a company started by a fellow who worked on the 340R project at Lotus. They also make carbonfibre items for Sevens and other cars. Clearly over the top!!!! (pun intended)

The late Elio de Angelis is profiled in the undated volume 82 issue 6 issue of Motor port (2 pages). De Angelis was the last Lotus diver to win a GP for Lotus under Colin Chapman's leadership. The article described de Angelis' attitude toward testing – a waste of time, as well as his being #2 to a series of very quick TL drivers – Andretti, Mansell and Senna (who he out qualified, much to Senna's chagrin, at Montreal in 1985).

Autosport has been profiling the 100 year anniversary of Grand Prix racing. In the 8 June issue they cover the 60's, a major turning point in F1 and all of racing as racing became dominated by professional drivers and big buck sponsors. One of Colin Chapman's imported team sponsorship from the US to F1. A controversial move at first, soon all of the teams went from cars painted in their national colors to those of their sponsors. This is possibly the least desirable of all of Chapman's innovations but it did lead to F1 becoming the home of racing technology; sometimes good, sometimes bad.

The Elan is compared with the modern car patterned after it, the Miata in the August issue of Practical Classics. The Elan owner terms the Miata, in this 4 page article as unbeatable as a long range touring car but the Elan is "the winner in terms of pure driving pleasure." The past, present and future champ triumphs again! But for the money, the Miata is a worthy update of the Elan.

The back to the basics Elise, the Elise S, is featured in a 2 page article in the 19 July issue of Autocar. This version, described as "a superb sports car, superbly priced" (under \$40,000 in the UK), is a bare bones Elise powered by the Toyota Corolla 1.8 litre VVT engine, putting out 138 bhp. With its low weight (1750 pounds), this engine gets the car from 0-60 in just under 6 seconds. The reviewer gave the car 4 stars (out of 5) in every category except for practicality due to its tint trunk and hard to raise top. Overall this Elise rated 4.5 stars.

This issue of Autocar also previewed the British International Motor Show and there are pictures and info about the Europa S and the Elise S.

Autosport continued its history of the 100 year anniversary of Grand Prix racing in 27 July issue as they cover the 70's, described as

a breath of fresh air, enriched by great cars, drivers and races. As usual, Lotus played a big role in the history of this decade with cars such as the 72, 78 and 79 and drivers like Rindt, Peterson and Andretti.

The August issue of Motor Sport tells a bit about the restoration of Lotus 12 chassis 357, the car in which Cliff Allison scored Team Lotus' first championship point.

(US)

The Caterham CSR is reviewed in the September issue of Road & Track. The author of this 1 page review starts by stating that this newest Caterham "... is not recommended for the squeamish or the weak hearted." Powered by a 260 bhp 2.3 litre Ford Duratec 4 cylinder engine and weighing but 1350 pounds, this flyer goes from 0 – 60 in 3.4 seconds and hits 100 moh in 9.1 secs. Top speed is estimated at 150 mph and it will get to 150 in just under 14 seconds. The price, you had to ask, a mere \$65,000 or so. Expensive but cheap for the thrills you get. The CSR flew through R&T's slalom course at nearly 80 mph, the fastest time to date. The author finishes his review stating: "If you want the enjoyment of driving a pure and uncompromised sports car, with possibly too much power, visit Caterham USA..."

Guess what car was again named one of the (this time 25) prettiest cars? Of course, the Type 14 Elite and this time in the September issue of Automobile Magazine.

I missed this one a few months ago. There is a comparison test of an Exige and a Cayman S in the March issue of Car & Driver. The cars were flogged around Road Atlanta and in the end, in the reviewer's opinion, the Porsche came out on top because it was much more street usable than the Exige. The Porsche was a couple of seconds quicker around the 2.54 mile, 12 turn track. It was the Cayman's brawn that made the difference, both on the straights and its ability to accelerate quicker out of the turns. The author described the Exige, which was about \$15,000 cheaper than the Cayman, as a "one-dimensional sport scar that's almost irresistible in its one dimension." ●



Photo by Jeffrey G. Russell

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

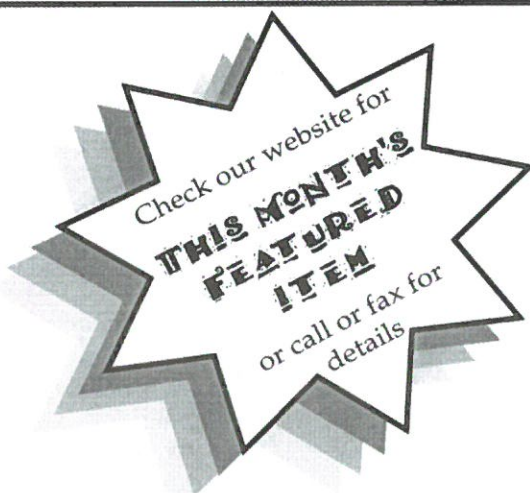
It's been fun, but the time is coming for TLC to abandon the field to the other reMarque advertisers.

What do you need? If I have it in stock, it's all paid for and I can sell it cheap. (Ask me.) If it isn't in stock, I can probably get it for you.

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Lotus Car Care Tips

Article and Photos by Atwell Haines

Paint Cleaning Clay

Last installment we gave you some pointers on how to wash your car. You did a good job going through the motions...but did you REALLY get the surface clean?

Probably not. You see, particles are apt to stick to your paint. So, you can't get them off unless you scrub, HARD.

But, I told you, DON'T DO THAT. Paint is Soft. What to do, what to do?

The secret: Paint Cleaning Clay



This stuff is amazing. It really gets that embedded grit off the finish. Doesn't take long to do, either.

I've only used Griot's clay, and I'm told that it's a bit softer than other brands. To use, you need either a special clay lubricant or your favorite quick-shine. I'm using Speed Shine right now.

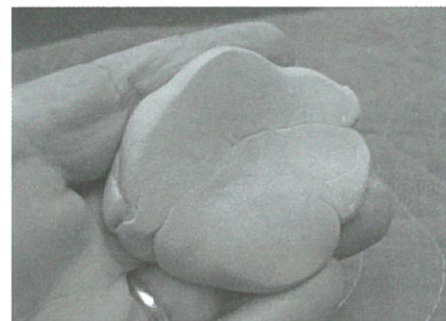
But I have used various similar products in the past. The complete kit (#11302) is available for \$45.99 at GriotsGarage.com.

All you do is spray the detailer on your just-washed car. With back and forth strokes, you move the clay WITH HAND WEIGHT ONLY until you no longer feel resistance. Then use a terry or bath towel to wipe off leftover detailer. You will be amazed at all the dirt you knock off of your paint.

It's that simple. As with washing, it's best to start at the top. Do a small section...turning and kneading the clay to constantly expose a clean new surface. Just look at the grunge, yukk.

By the way, you can use the clay on your windshield, as well. A clean windshield makes your wiper blades last longer!

After you finish, your paint is ready for wax. More on that next time.



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