

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.

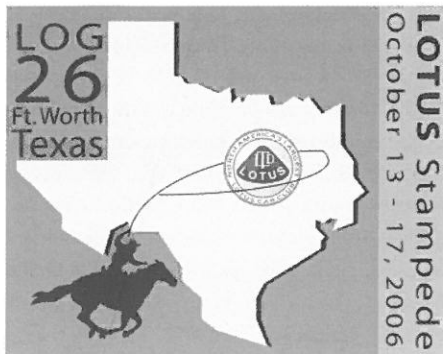


## In This Issue:

- A Different Style of Concours at LOG 26
- Across The Pond - Gordon Morris
- Powder Coating
- Marsden on Models - Card Models
- LOG 26 Registration Form

September 2006

Volume 34, No. 2



## A Different Style of Concours at LOG 26

Article and Photos By Dennis Rooney

Every LOG Committee strives to make their LOG the best one ever. The advantage that each seceding LOG Committee has over every previous committee is the knowledge and experience gained by each subsequent LOG. To put that simply, we get better with experience. Needless to say, the LOG 26 Committee has gone to great lengths to improve on as many aspects of what constitutes a LOG as possible.

One event where we hope LOG 26 will shine when compared to past LOG's is the Concours Event. In keeping with our Texas theme, this year's Concours will be hosted by the Circle R Ranch. From the LOG hotel parking lot all Concours participants will be escorted to our destination by motorcycle escort with arrival scheduled for 11:00 AM.



This relaxing ride out of the city through the scenic North Texas countryside will end at the Circle R Ranch which is an authentic Texas ranch set among rolling hills and green pastures. Parking wardens will direct each vehicle to its designated parking spot at the Ranch's dedicated vehicle photography area. Photographer Doug Chadwick will immediately photograph a panoramic view of all cars with their owners in attendance. After these photos are taken everyone will be invited to the Western Pavilion while Doug captures the Concours vehicles sans their owners.

The Western Pavilion is a 27,000 square-foot fully air-conditioned facility. The décor is rustic with western accents and the main

section is equipped with an elevated stage complete with sound and public address system and 54 picnic tables capable of seating 432 guests. The adjacent Wrangler Room is designed and decorated to resemble a Western Saloon and is provided with 30 round tables with the capacity of 240 guests. If sitting indoors on a beautiful Texas October afternoon isn't your cup of tea then head for the outdoor West Patio and take a load off at one of its many picnic tables while enjoying its relaxed atmosphere and scenic views of the adjacent pastures. And what if the weather isn't so great? Then the West Patio is fully enclosable in case of inclement weather!

*LOG 26 Concours (Continued on page 2)*





# LOTUS ReMARQUE

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## LOG 26 CONCOURS (Cont. from page 1)

Bored? I don't think so! We've arranged enough entertainment to put a smile on everyone's face. Inside you'll find the Pavilion Arcade sports such entertainment as billiards, air hockey, darts and foosball. Outside you discover the 3 Sand Horseshoe Courts and of course (this IS Texas after all) a camp fire area with hay bale seating. And to make things even more interesting, we've arranged for a few "special" entertainment events of our own. My advice? Bring your camera! And let's not forget the Auto Jumble. Check out all the displays and products for sale at the Circle R's Vendor and Sponsor Booth area!

Hungry? Forget about it! From 12:00 PM to 2:00 PM the Circle R Ranch will lay out an all-you-can-eat spread large enough and good enough to make any cowboy's or cowgirl's mouth water. And what are we gonna have? Let's see, there's Slow Smoked Barbecue Beef, Spicy Smoked Sausage, true Texas Style Ranch Beans, Southern Potato Salad, Crispy Cole Slaw, Dinner Rolls with Butter, assorted Relishes and for desert, Apple Cobbler ala mode!!! Wash all that down with

unlimited soft drinks, iced tea and coffee too! Personally, I intend to skip breakfast. You might consider doing the same.

Of course, let's not forget that this is a Lotus event! So we'd appreciate it if you can squeeze in sufficient time for judging each of the Lotus' on the Concours field between all the other activities going on. Voting will continue through 2:30 PM when the ballots will be collected and tabulated. At 3:30 (If we count fast enough...) the presentation of the Concours Awards will be held in the central area of the Western Pavilion (taking advantage of the raised podium, public address system, cool if it's hot and dry if it's wet outside features unique to this years LOG). After the awards are presented everyone will be invited to make their way back individually to the Marriott Solana to prepare for the Saturday evening Banquet at 7:00 PM.

With the good fortune of collectively having several LOG's under our belts as a guide, the LOG 26 Committee has worked very diligently to ensure, to the best of our abilities, that this year's Concours is enjoyed by all who attend.

Come join us! We'll be lookin' for ya...

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# 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.

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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.

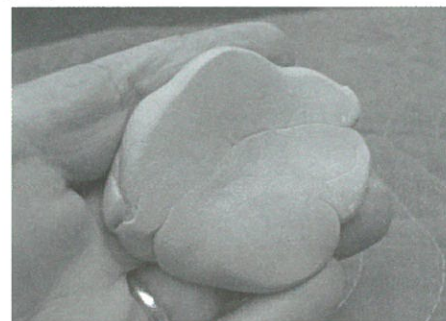
But I have used various similar products in the past. The complete kit (#11302) is available for \$45.99 at GriotsGarage.com.

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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# Marsden on Models

Article and Photos by Jim Marsden

## Lotus Card Models

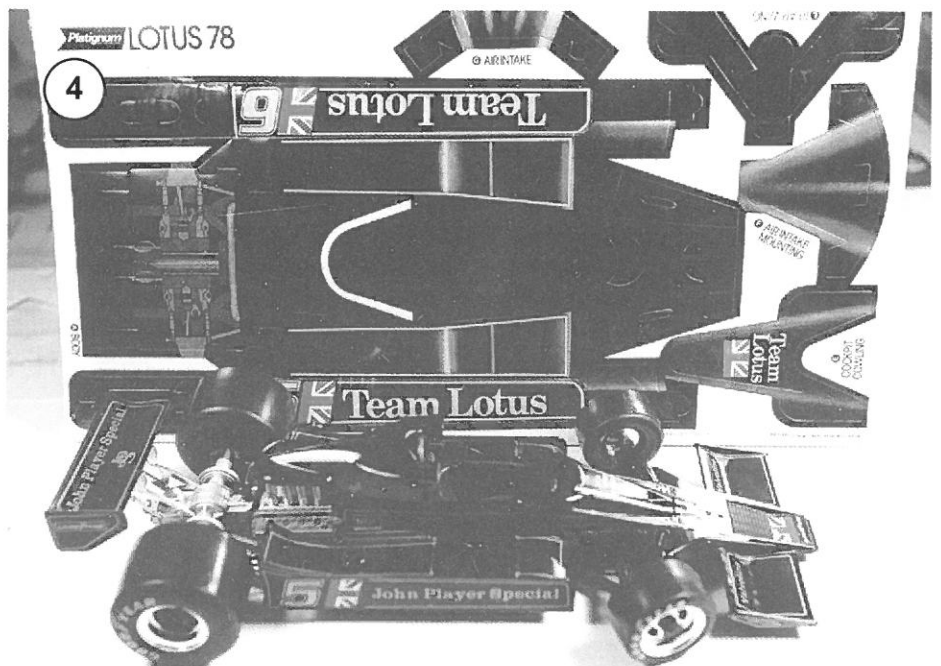
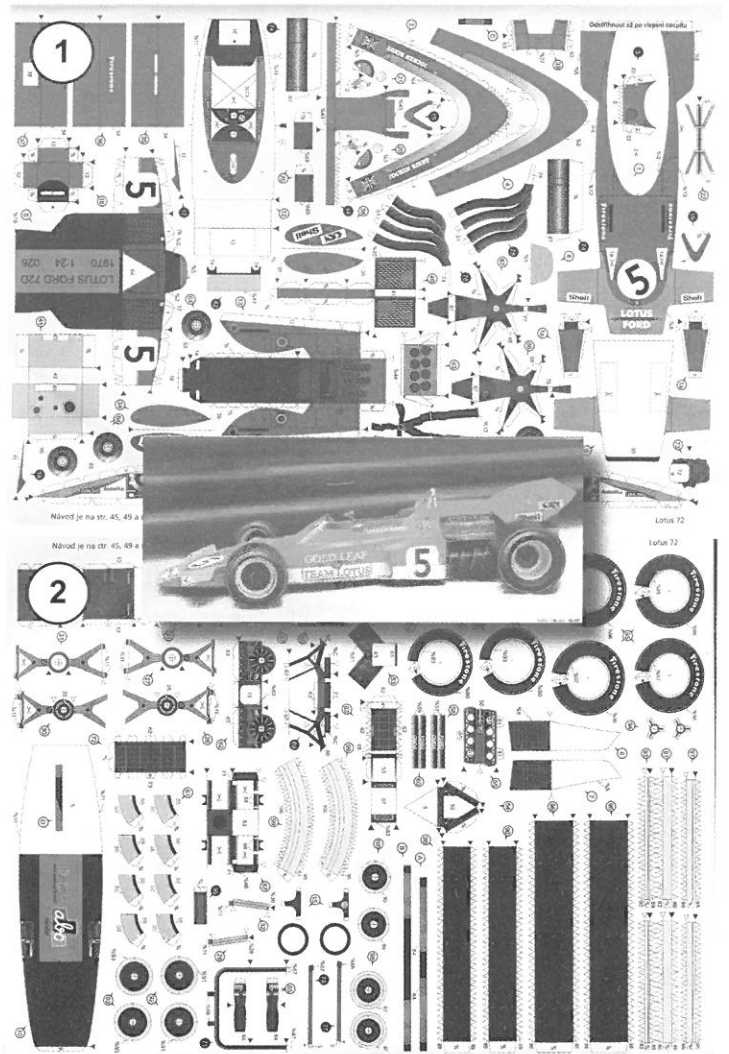
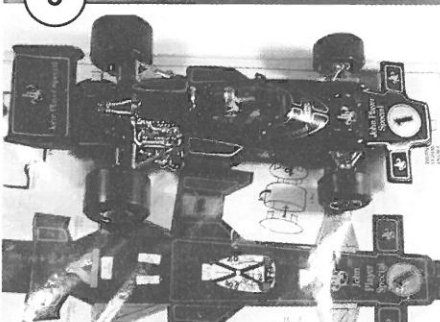
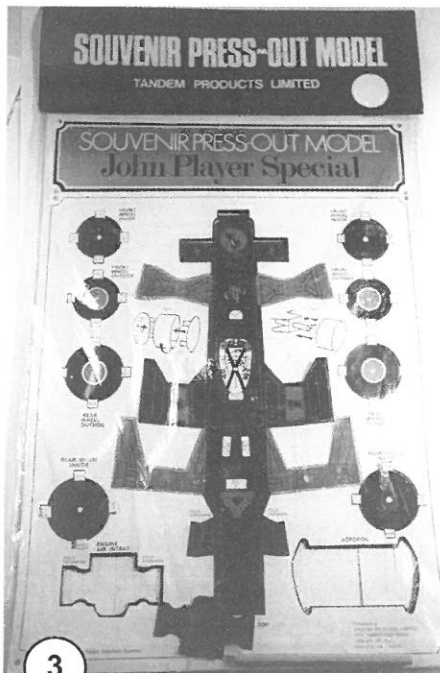
There's another side of model making/collecting that probably has limited appeal to most enthusiasts, but, as an architect it's an easy transition for me preparing scratch-built card or foam-core houses and buildings for my clients means that the printed counterparts are naturally attractive. I (gulp) have many bags full of scale architectural landmarks of the world, as well as local Colorado sights. Actually, I've only built one of my punch-out buildings: New York's Trinity Church. Instead of buying a little cast bronze of a famous place or a postcard, I get a card model – I've also got a number of "pop-up" books of important things, such as the delightful Formula One Pack. As my two hobbies collide (Model cars and architecture), one can sympathize with the fact that I have many card or paper models of cars, including Lotuses.

A recently acquired model printed on heavy paper in a children's magazine ("ABC") devoted mostly to all kinds of subjects (buildings, an F-16, a front-end loader, a rock-band diorama, etc.) and a Gold Leaf Team Lotus

Type 72D-Ford F1! It's an 1:24th scale replica of Jochen Rindt's 1970 Championship car accurately detailed and rendered to be very realistic with numbered parts and isometric construction drawings – a Good Thing, because I don't speak Czechoslovakian! [photos 1 & 2] One does have to hand cut the parts from the pages.

Emerson Fittipaldi's John Player Special Lotus 72-Ford in 1:18th scale was printed by Tandem Products Ltd. of England some time ago – in fact, some of the pre-cut pieces are falling out of their pages. [photo 3] The similarly scaled diecast by Corgi is shown for reference. Another recently acquired obsolete card model, a Type 78-Ford (JPS II), is way bigger than the 1:16 diecast example by Italy's Polistil (ref. GG5) and closer to 1:11.5! Its race number six

indicates its probably Gunnar Nilsson's car. Printed on heavier stock than the other two, it's a "punch-out" type by another English company, Platignum (ref. 844) [photo 4].





## Book Review

**The rebuilding of a Lotus Elan;  
Addendum Engineering Workshop Manual**

**The definitive description of how to  
restore, rebuild and maintain a legend  
amongst classics. All models from S1,  
S2, S3 to S4 and Sprint.**

**By Brian Buckland.**

As its title suggests, this is a heavyweight book – in all senses – which fulfils a long needed requirement for enthusiastic owners of the original Elan. For some years now, it has been an open secret in UK Lotus circles that Brian Buckland was writing the Elan book to end all Elan books. Brian is an arch enthusiast of this fine car and is certainly one of the UK's foremost authorities on everything to do with the Elan. In the nicest possible way, Brian is really, in UK terms, an Elan "anorak". To us Brits, an anorak is not just a rather scruffy jacket usually worn by collectors of railway train numbers; it is also a rather unkind description of someone who has an encyclopaedic knowledge of some obscure subject. But the Lotus fraternity – in common with other such groups – needs anoraks like the author to act as repositories of all there is to know about each model of car.

Brian's book is not a model of literary

perfection – nor was it intended to be – and it is clearly the result of a labour of love. It is a hefty tome – the same size and weight as the official Workshop Manual – that encompasses the knowledge that he has gathered in 38 years of Elan ownership and over half a million miles of Elan motoring. There is extraordinary detail in every chapter – explained by hundreds of colour photographs – about everything that you might need or want to do to an Elan.

The purpose of the book is to go beyond what is included in the Workshop Manual and to assist the Elan owner in the maintenance, rebuilding and running of his car. The author has achieved this objective admirably. I wish that this book had been available twenty five years ago when I first set about restoring an Elan.

Brian's engineering background, enthusiasm for Lotus and his admiration for Colin Chapman shine through on every page. The subject matter is often sidetracked with tributes to Jimmy Clark – a hero shared by the author and this correspondent and who owned a number of Elans. Ron Hickman – who really designed the Elan and made it into a car that could be built profitably – was consulted during the production of the book

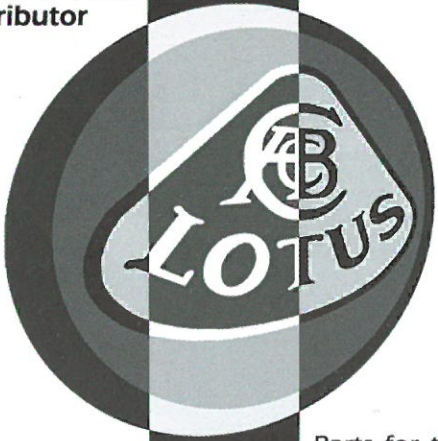

and his erudite and valuable comments are sprinkled throughout its pages.

Brian has bravely published the book in the UK himself and it sells here for £72. David Kayser, of Chelsea Motoring Literature in NJ – (e-mail: david@chelsealit.com) – is the North American distributor at a price yet to be established, but believed to be close to the UK price – probably \$150 or so. That's quite a price for a book as specialised as this one, but, in the opinion of this reviewer, it's worth every cent. Brian and David tell me that they plan to be at LOG 25 with plenty of copies in their suitcases.

I have to confess that I started reviewing this book with a rather smug and world weary approach along the lines of "I know lots about Elans, so what can I possibly learn from yet another book?" I was quite wrong. Brian Buckland has produced a real, very specialised, work of art that should be on the bookshelf of everyone who owns, loves or aspires to own this fine sports car. Buy or borrow a copy now while they're available and don't finish up as I often do – regretting not buying a book like this when I should have done so.

Gordon Morris

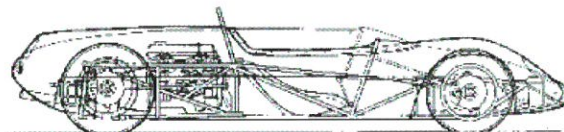
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## ACROSS THE POND

By Gordon Morris

In the course of my travels, I've visited most of the main International race tracks in Europe and North America – with the exception of Le Mans. For the past two years, I've listened to UK Lotus friends waxing lyrical about how much they enjoyed the Classic version of the famous 24 hour race, so this year I set off across the Channel with 30 Historic Lotus Register members and friends to see what all the fuss was about.

Those who had been before had made arrangements for us to stay at a Relais - a sort of French Bed & Breakfast - 15 miles to the west of Le Mans – for the four days of the event, and for us to have all the tickets and passes that are part and parcel of events like this.

This summer has been the hottest, sunniest and driest in living memory, but I set off for Portsmouth in my Elan in a downpour of biblical proportions. Thankfully, my hood (top) keeps most of the rain out and I just managed to get out of the village before floods closed the roads. An hour later, I met up with fellow travellers at a pub on the way to Portsmouth in bright warm sunshine. The hood came off, on went the tonneau and the Elan stayed in that rig for the rest of the trip.

The car ferry from Portsmouth to St Malo was a moving classic car show – there were hundreds of sports cars of every make and colour, ranging from vintage Bentleys to brand new Aston Martins. A good dinner on board, a comfortable cabin and an early breakfast saw this amazing collection of cars set loose in St Malo the next morning. We had decided beforehand that we'd avoid the French toll roads and the main trunk routes, taking, where possible, country roads and stopping for coffee and lunch en route. Road racing was definitely out – we had all day to cover 125 miles – so we enjoyed a leisurely run through Normandy towards our Relais in the bright sunshine that was to become a feature of the French part of this trip.

Once established in our temporary home, a few of us set out to Le Mans to spy out the lie of the land and to work out a route in and out of the track. As events proved, this was time well spent: we marked out an area within the Lotus paddock and discovered the best entry and exit routes. Unlike many big race organisers, Classic Le Mans managed to avoid queues at entry points – each day we were able to drive straight to our paddock without stopping.

We found ourselves within the Lotus area

organised by Club Lotus France, accompanied by most of the European Lotus clubs. The HLR enclave consisted of a couple of Sixes, five Sevens, a Mark Nine, five Elevens, a pair of Elites, my Elan and a Plus Two, together with a 'guest' BMW CSL, Swallow Doretti and an Ashley/Singer/MG Special. Our slot was alongside the Bugatti circuit, behind the pits and paddock of the main 9 mile race track, and beside the Porsche display of over 1,000 cars.

Practice and racing went on, day and night, over three days. In recognition of the age of the cars and the sheer volume of the entry, cars were grouped according to vintage and raced for four hours at a time. Philip Walker won his group convincingly in his 1959 Lotus 15. The Jaguar C and D Type, Aston Martin DB3S, Ferrari Testa Rossa and GTO and Ford GT40 were designed to run at Le Mans; the spectacle of seeing such wonderful cars, racing where they did so many years ago, was breathtaking.

Also breathtaking, but for a different reason, were the two laps of the track that we ran on the Saturday morning in the company of 200 other sports cars. We drove the full 8.5 mile track - Dunlop Bridge, Arnage, Maison Rouge, Porsche Curves, White House and the Mulsanne Straight – together with numerous chicanes to keep speeds within reasonable bounds. My Elan will safely do 6,250 rpm in top gear – about 115 mph. It would do more but I try not to over rev as the crank is the standard iron one. On the straights, I drove down the right hand side of the track while GT40s, Ferraris and Lamborghinis flashed past on the left as if I was standing still. It was a different matter in the chicanes and corners where the nimble Lotus saw off much heavier metal, only to be outdragged on the straights. Acutely conscious that I was over 200 miles from home, I breathed a sigh of relief when I parked a very hot Elan after an exhilarating drive.

The whole of the Le Mans region was, as the French say, en fete this weekend. All the bars and cafes for miles around were bedecked with flags of all nations, we were greeted with waves and car horns as we drove through villages and the atmosphere was electric. Everyone set out to have a good

time in a historic setting and we certainly achieved that.

Everything comes to an end, so, after seeing France narrowly lose the final of the World soccer Cup, we drove north through Alencon, Gace, Vimoutiers and Lisieux to catch the ferry home from Caen. True to form, we landed at Portsmouth in a thunderstorm, which abated as I got home. This was such a marvellous trip that we've booked the Relais for the next event in 2008. The wonderful en fete atmosphere reminded me of down town Watkins Glen during vintage race meetings a few years ago. Soon after we returned home, we discovered that we (and Club Lotus France) had won the organisers' prize for the stand that best portrayed the history of the marque.

There are now three Lotuses in the Morris fleet. Jan wanted to replace her Miata with something different, but I was surprised when, after a fine Historic Lotus lunch at a nearby stately home, she suggested that a M100 Elan might fit the bill. So we found a suitable car and took delivery of a 1991 Monaco white Elan SE last week. So far, it goes well and Jan's got used to a very different car. For my sins, I had always disregarded the M100 as being too "new" and never really considered it as a practical proposition for us. I now have to reconsider that position, as it seems to be every inch a Lotus and in keeping with its heritage. My only reservation is that I wish they had called it something else beginning with E. To my, perhaps blinkered, mind there can only really be one Elan. ●



Photo by David Nagler

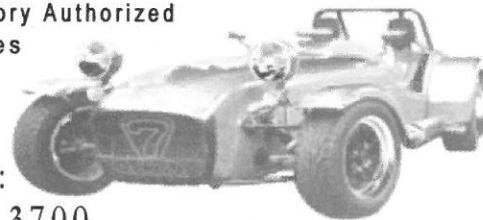
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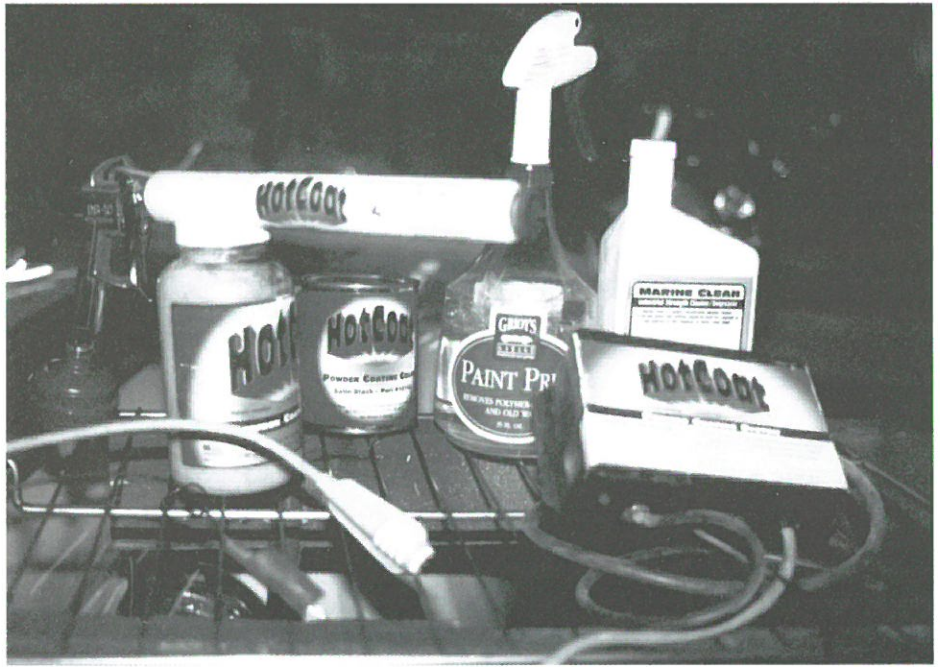
## Powder Coating at Home

Article and Photos By David Koski

While commercial/industrial powder coating is widely available, a small powder-coating gun is now available from the Eastwood Company (263 Shoemaker Rd., Pottstown PA 19464, [www.eastwoodco.com](http://www.eastwoodco.com), 1-800-345-1178) that is within the budget of most hobbyists. I have been using the Eastwood unit for about three years and would like to share some information, which I hope will be useful to those involved in restoration projects.

The basic theory and practice of commercial powder coating was well-explained in a previous reMARQUE article (March 2002 issue) and I will not repeat it; rather, I would like to pass on some tips for those wishing to explore this technology in their home shops.

Powder coating offers some significant advantages over traditional solvent-based paint systems. Chief among these from an automotive hobbyist's standpoint is the coating's resistance to petroleum based solvents, oil, and gasoline. Many of us have spent literally hundreds of hours polishing under hood components, especially those made of aluminum, only to have them develop orange fuel stains and dull white aluminum oxide corrosion within a few short months. The under hood gloss clear lacquers previously available quickly turn dull and gummy in the presence of gasoline and will oxidize to an unpleasant yellow hue within a few years even if kept immaculately clean.



Utilizing a gloss or matte clear powder coat protective finish, under hood aluminum parts such as carburetor bodies, fuel pumps, and throttle linkages can be buffed to an original finish or highly polished and maintained in an attractive, as manufactured appearance indefinitely. I can tell you from personal experience that there is little you can do for the appearance of your car that will impress a car show judge more, than maintaining the engine bay in an "as on the day of delivery" or better appearance. They may look at the paint and undercarriage and interior, but it's those subtly polished carburetors and engine accessories that really "knocks their socks off."

A second advantage is the improved abrasion and chip resistance of powder coat over paint. Powder coat application is also not prone to sags, run, and chips as are liquid paints and there is much more uniform coating on irregular surfaces (less fill in of depressions and low areas and better coverage of sharp edges and corners). Solvent-based lacquers tend to be brittle and crack-prone, while enamels

are slow to cure and remain "tender" and easily damaged for prolonged periods of time. Powder coated parts are ready for use immediately on cooling and the coating is flexible enough to hold up well even when applied to springs. The application equipment is faster, easier and neater to clean up than solvent based products and highly toxic solvents are avoided.

Everything of course has a down side. The chief disadvantage of powder coating at home is the necessity for a source of heat to cure the powder. The heat source ideally must have no open flame (no gas ovens), must have accurately controllable temperature and must be large enough to contain the part being coated without touching it. For small parts such as carburetor linkage, a toaster oven is ideal. For larger parts, I installed an electric kitchen range in my shop. Older used ones are available very cheaply (sometimes free) from appliance dealers but I brought mine from my parent's house when they moved. The 220-volt wiring can be a problem though, if your shop wasn't set up for it. For very large parts such as frames, an infrared system is available from Eastwood but it's basically easier to just take them to a shop with a large curing oven. I use one at a steel fabrication shop a couple hundred yards from my front door and I live in the middle of nowhere. Another disadvantage is that while the range of colors available is extensive, it is not infinitely variable as is the case with blended liquid paints. These disadvantages are small given the general utility of the system.

*Powder Coating (Continued on page 9)*

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## POWDER COATING (Cont. from page 8)

Let's go through the process of coating a small part, step by step. First, all traces of old finish must be completely removed. Chemical strippers and sanding will suffice but I prefer media blasting (sandblasting with media other than sand, i.e. glass beads or baking soda). I use a bench top blast cabinet (from Harbor Freight for under \$100) for small parts, and a large pressure feed tank for outdoor use on large parts and panels.

After stripping, all traces of abrasive residue, grease, and oil must be carefully removed. Inattention here is the greatest cause of poor results. I wash my parts with acetone and then wash them a second time with a non-solvent based degreaser such as Paint Prep from Griot's Garage ([www.griotsgarage.com](http://www.griotsgarage.com)) or Marine Clean, available from companies that handle POR15 paint supplies. If you cannot find these, try looking in Hemmings Motor News ([www.hemmings.com](http://www.hemmings.com)). After degreasing, parts should not come into contact with bare skin (skin oils, you know) so wear latex, neoprene, or clean cotton gloves. If parts are buffed and polished, be especially conscientious in degreasing as buffing compounds consist of abrasive suspended in a grease base and the buffing wheel forces the grease into any surface imperfections.

Most parts will require attachment of a wire to suspend them and stainless steel safety wire is available from Eastwood. I use plain mild steel mechanic's wire from the local hardware store. Some parts can stand free on the oven rack if they have one or more surfaces that will not be coated.

Holes with internal threads must be plugged to prevent buildup of coating on the

threads with alteration of tolerances. High temperature silicone plugs are available from Eastwood for this. External threads and bearing surfaces must also be masked and special fiberglass masking tape is available for this purpose, again from Eastwood. Do not use any other type of tape. Large holes may be masked with kitchen aluminum foil secured at the edges with fiberglass tape.

Now for the application of powder, I suspend most parts from the bottom of an oven grill rack with steel wire. The grill is set across two wooden sawhorses with the part to be coated hanging free. Do not suspend parts from anything electrically conductive (such as a water pipe or metal building frame) as the part will ground out and not hold a charge to attract the powder. The powder cup on the powder-coating gun is filled about half full of the appropriate color and attached. The air hose is connected from the compressor (a small oil-less hobby compressor is adequate because of the low pressure and small volume of air required, but your big shop compressor will work as well. Make sure to drain the water from the lines and tank before starting.) Use a new disposable water filter on the gun handle, especially if spraying clear coat as it is most



sensitive to contaminants. The manufacturer recommends 5-10 psi pressure at the gun. I find that 4 psi works better. However, you may have to experiment a bit, depending on the accuracy of your pressure gauge and length of supply hose. Plug the kit's transformer into a 110V AC outlet and attach the ground wire alligator clip to the grill rack or suspending wire - not to the part itself.

With the left hand, depress and hold the deadman switch which activates the transformer and begin spraying with the gun in the right hand. Brief activation of the gun trigger produce "puffs" of powder (hold down the deadman switch continuously, even when "puffing"). Keep changing the angle and direction of the gun in relation to the work, but avoid applying the powder from directly above the work. This will avoid "rain out" and a lumpy appearance to the upper surface. Try to achieve a uniform but not overly thick application of powder.

The oven should be pre-heated to the temperature appropriate for the color chosen. Temperature varies depending on the color and is specified on the product container. A temperature reduction is usually required after the powder liquefies. Be sure to use a timer with an alarm, as over curing can result in a dull finish, color shift, or wrinkles.

When the oven curing is complete, immediately remove the grill rack and return it to the sawhorses to cool. Be very careful not to touch the part until it has returned to room temperature, it will blemish if you do. Remove the suspender wire and masking after cooling and the part is ready for use. Clean the equipment with a blow gun and air compressor.



*Powder Coating (Continued on page 10)*



## POWDER COATING (Cont. from page 9)

Despite one's best effort, sometimes problems occur (through bitter experience, I think I have discovered most of them). Following are some suggestions for correction. Inadequate coverage in some areas often occurs and this is easily corrected. Simply reattach the ground wire and lightly apply a second coat to the part. The well-covered areas are insulated and will not cover as heavily as the "thin" spots. Don't try to get too much material on a second coat as you will produce lumps with excess material. Repeat the oven cure and the problem should be solved. If a few small lumps occur, they can be sanded off with 1500 grit automotive sandpaper, buffed with 2000 grit paper and polished with automotive polishing compound on a 100 % cotton cloth (don't use polyester blends or other fabrics as they will scratch the coating.)

If there is a major problem such as wrinkles, uneven surface, over-curing, or fisheyes, it's best to remove the finish and start over (being more careful about surface preparation). Don't try to sand off the damaged surface, this stuff is very abrasion resistant, remember? Methylene Chloride based paint stripper will remove all traces of it in a jiffy and with no

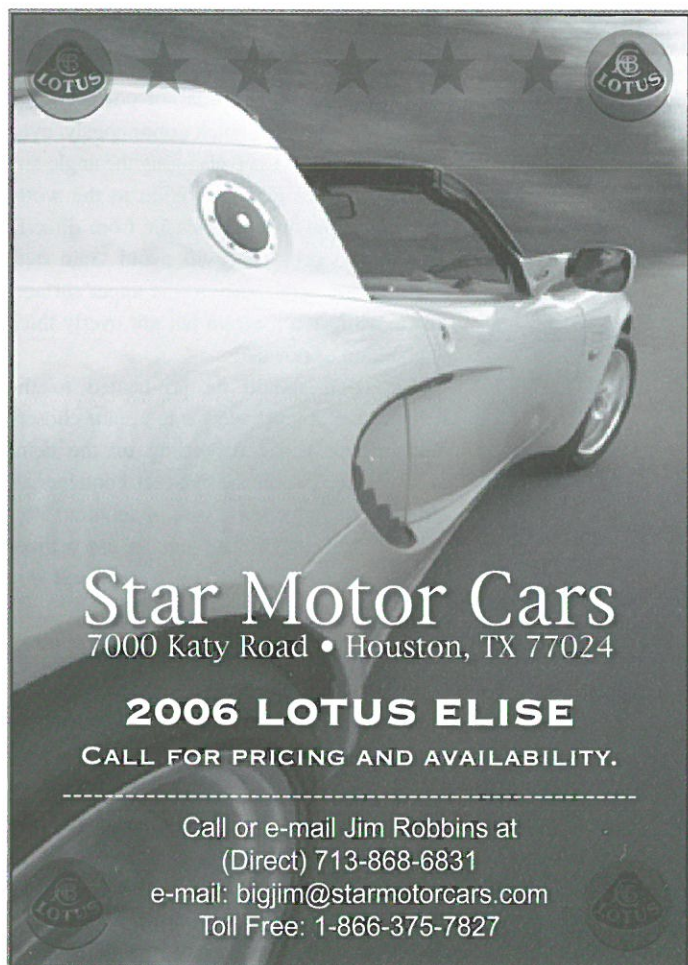


effort. It won't even disturb the high polish you painstakingly produced on aluminum. It's available at any hardware store, just read the labels. Wash the part in hot soapy water to remove all traces of the stripper or you will get to do it over a third time.

One last caution. Always touch the metal tip of the gun to the grill rack or suspension wire

after releasing the deadman switch. Failure to do so will result in a "shocking" experience sure to produce Pavlovian conditioning reminding you to always do so in the future.

If this has sparked your interest, I wish you well in your attempts to master this technology and I'm sure you will be pleased with the results of your efforts.



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## Lotus Type 119c clinches victory in Brooklands Soapbox Derby

The Lotus Type 119c, which topped the timesheets in the 2004 Goodwood Soapbox Challenge, claimed its second title and record in the Brooklands Soapbox Derby, at the Brooklands circuit in Surrey, on 16 July 2006.

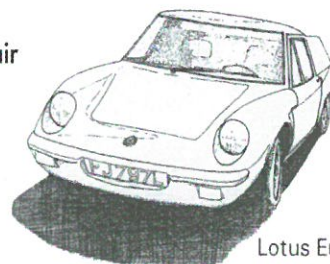
Paul Adams, who was once again at the wheel of the Type 119c closed-cockpit "streamliner," dominated from the very start, finishing ahead of closest rivals and last year's competition winners, Lola Cars. Adams, having mastered the sweeping curves and the historic banked section, went on to set a new course record of 67.7 seconds, 4.1 seconds quicker than last year's top time.

The Lotus Type 119c will continue to be used for marketing activities as a demonstration of capability of Group Lotus.

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## LOG 26 "Lotus Stampede" REGISTRATION FORM

**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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[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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Immediate Family Members/13 Years of Age & Older (\$30) [Children Under Age 13 FREE - No Late Fee Either!] \$ \_\_\_\_\_

**ADDED LATE REGISTRATION FEE (\$30 Per Person) [If Postmarked After September 1, 2006]** \$ \_\_\_\_\_

**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

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

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

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**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)

**(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

**(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.

**Sept 14-17 (Thur-Sun)** British Invasion, Stowe, VT See website at <http://www.britishinvasion.com/>, and get the details on the event and for local accommodations in Stowe. See NELLI.org for further details.

**Sept 16 (Sat)** Washington DC Chapter Annual Summer Party at the McGovern's house in Ellicott City. 2:00 PM till 7:00 PM. RSVP and directions/ details 410 964 1459 or kevinmcgov@aol.com

**Sept 17 (Sun)** Lotus Owners of New York (LOONY) Drive to Bronte Creek Provincial Park, Ontario, Canada for the All British Car Show. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Sept 19 (Tue)** North Texas Lotus Club. Dinner at the Londoner, in Addison, 7PM.

**Sept 24 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Bergen Family Diner, 9:15AM. Bergen, NY. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Sept 30 (Sat)** CALL (Cleveland Area Lotus Limited) Clam Bake. Food and fun including paddle boats and RC boat races too! Contact Michael Rohaley president@calotus.com, or (440) 205-9456.

**Oct 1 (Sun)** North Texas Lotus Club. Breakfast at Cracker Barrel, in Arlington, TX. Details at [www.northtexaslotusclub.com](http://www.northtexaslotusclub.com).

**Oct 1 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Geneseo Family Diner Arrive at 9:15-9:30AM. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Oct 1 (Sun)** Lotus Enthusiast's Organization (LEO) Auto Show and Swap meet at Robert Moses State Park, Fire Island, NY. The show runs from 10AM to 3PM. Contact Mark Vinelli at x3v614@yahoo.com and 631-645-4487

**Oct 7 (Sat)** Lotus Enthusiast's Organization (LEO) Bordentown Car Show (Part of the Cranberry Festival). Lotus is the featured Marque. 10:30 AM; awards at 4 PM. Info: Stephanie Pecht 609-298-1189 [www.downtownbordentown.com/cranberry.htm](http://www.downtownbordentown.com/cranberry.htm) RSVP: Leon Stanley at Princeton Lotus 609-466-5305

**Oct 8 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at Zorba's. 9:15AM. Lancaster, NY. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Oct 8 (Sun)** CALL (Cleveland Area Lotus Limited) Annual Wine Tour. A scenic drive through northeast Ohio's back roads ending at two area wineries and a covered bridge stop along the way. Contact Michael Rohaley at president@calotus.com or (440) 205-9456 with any questions.

**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)

**Oct 15 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at the The 58 Main Restaurant, Brockport, NY. Arrive at 9:15-9:30AM. (Just about 1000 feet north of the Erie Canal on Route 19.) For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Oct 22 (Sun)** CALL (Cleveland Area Lotus Limited) F1 Brunch hosted by Mike and Sue Gulley. Join us for some great food and (hopefully) great racing. Call Michael Rohaley at president@calotus.com or (440) 205-9456.

**Oct 29 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at Zorba's. 9:15AM. Lancaster, NY. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Nov 5 (Sun)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Bergen Family Diner, 9:15AM. Bergen, NY. For more information call Tony Vaccaro 716-689-8644 or Email at tvacc@lotusowners.com

**Nov 11 (Sat)** CALL (Cleveland Area Lotus Limited) Slot Car Races hosted by Jack Gilgenbach. 1/32 scale but 100% fun. Contact Michael Rohaley at president@calotus.com or (440) 205-9456 with any questions.

## CARS FOR SALE

**1962 LOTUS SUPER 7**, vintage race car, 1500cc Cortina eng. w/ twin 40DCOE carbs, dry sump, steel crank, Tilton clutch, Ford 3-rail trans. w/ Leeson gears, Hewland-type cam, pawl locker rear end (3.9:1), Panasport wheels, Leda shocks. Well sorted, overall wins at Mid-Ohio, Graton & Gingerman, raced SVRA, VSCDA, VRG, HSR & VIR. \$34,000. Charles Foss, (419) 334-8452 (OH), defoss@glis.cc.

## PARTS FOR SALE

**FOR LOTUS 7.** 4-cyl. flat-head eng., reselling, told was rebuilt but unconfirmed, more info/pix avail., \$250. William, (303) 619-6612 (CO).

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