



Lotus Look-alike Offers Cheap Thrills

The Lotus (now Caterham) Seven and its various imitators have always held a fascination for me. The unique design and sheer entertainment value are captivating. At one time I even seriously considered buying one, but, coupled with maintaining my early Elite on a college student's budget, that just didn't materialize. So, the eternal triangle never took place, and I remained faithful (for a while, anyway) to my white Elite, later to be replaced by a yellow Europa.

Recently Mark Winston pointed out that one of the Lotus Seven clones—a Westfield Seven—was residing in Richmond, and he asked me to look into this particular example. I was unsure at first of my ability to truly evaluate the model, in spite of the fact that *any* Seven draws my attention like a magnet. I guess you either are a member of the faithful or not. Consequently, I trekked across town to meet the Westfield and its owner, Cortes Pauls.

His car is finished in BRG/yellow and carries some nice custom touches around the various lights, front and rear. One is immediately struck by the Westfield's "period" appearance and the spartan-like aspect of its fittings. The first impression of this particular car was

somewhat modified by the newly added rollbar and the Yokohama A001Rs mounted all around. The classic aspect is enhanced by the exposed front suspension parts with the MG double trunnions and the tidy, motorcycle-type fenders.

The Westfield's tiny overall size is deceptive. When getting into the machine, I was astounded by the generous legroom. (I was reminded vividly of my early Soap Box Derby days.) While I am 5'11" tall, I still needed a cushion behind my back to reach the pedals; it appears the 3-inch-longer wheelbase is really put to good use. The pedals themselves are typically British—narrow and close together (too close for my size nines), yet properly spaced for the appropriate sporting movements. The hip room is also quite narrow—handy for more serious endeavors, but definitely should be tried on first before purchasing (especially for those persons approaching 200 pounds).

It's great fun to look out over the long hood (not much room for air cleaners on the twin SU's, tho'), let your right arm dangle over the side of the car, and place your hand on the ground—flat on the ground. Somehow an empathy with Nature and the Road is instantly



acquired!

The 1275cc "A" engine caught readily, but immediately some drama developed. It seems the steel cable from the water temperature sender was lying across the top of the starter solenoid, and the resulting sparks and smoke

(See WESTFIELD, page 3)

Doin' It!

Random notes for Westfield Seven kit assembly:

- 1) There were no instructions. Period.
- 2) Cutting the holes through the body panels (so the suspension can get out) is a thrill. Cutting any of the holes required for the radiator, steering assembly, etc., is also a thrill, because you always wonder if you've located things correctly.
- 3) You can leave the "anti-roll" bar off the front suspension; you do not need it. This also means that you can save some carving on the nose piece. On this subject, I called manufacturer Chris Smith when I saw some pictures of his latest kits and noticed that none of the cars had the front bars. He said they had turned out to be unnecessary in English club racing, and really proved that his double wishbone front suspension is properly designed. I cannot tell any difference with or without.

- 4) My fuel lines still leak.
- 5) Designing your own dashboard arrangement makes you appreciate the difficulties in modern design work.
- 6) The standard, and very original, seats are terrible and will soon be replaced with something with thigh support.
- 7) Yokohama A001Rs are superb for autocrossing and a horror in an open car with cycle fenders. That gummy rubber picks up everything from dust to small boulders and throws it all at your face. I use 175/70 x 13's, and they do work.
- 8) People wave and hi-sign a lot when they see you in this type of car...when they see you. I added the motorcycle tail light assembly to the top of the spare tire for nighttime visibility. Truly Chapmanesque, this device serves as brake/tail light, license plate holder, and mounting for the strap to hold the spare in place.
- 9) VMSC in Richmond is using the SCCA rules, which put BMC-powered Sev-

ens in C Stock. The Westfield seems to be competitive, and limited only by my driving skills.

10) You will never finish a car like this. Something always needs fixing, improving or modifying. If someone out there has a nice Lotus motor from a Jensen-Healey, please contact me. I would like to see if it would fit...

11) Cotter-pin, wire, and/or "Loctite" everything. One trip from Richmond to Newport News and back loosened up all sorts of things.

12) Rebuild everything from your "donor-car" Spridget before you put it on your kit. This will save a whole lot of heartburn.

13) There is no place to put the front license plate. This has gotten me stopped twice now by curious police.

14) All the wind buffeting concentrates on my right ear.

15) It's a total blast!

—Cortes Pauls

Lawsuits Fly as "Sevens" Proliferate

It's an enduring car, the Seven is—and its popularity shows no signs of waning as it nears its 30th birthday. Produced by Lotus from 1957 to 1973, and since then by Lotus licensee Caterham Cars of Surrey, England, the car has retained a devoted enthusiast following—and spawned a legion of imitators.

According to Lotus, Ltd. member Chris Custer, there are no less than nine companies currently producing Seven look-alikes in different corners of the globe. (Custer himself manufactures a Seven-inspired kit car called the Rotus Seven.) With this proliferation has

come, for Caterham, the legal hassles of trying to defend what it regards as its turf.

"On the one hand, it's a compliment," says Caterham's David Wakefield of the imitators. "On the other hand, it's a pain in the ass."

Caterham has filed two lawsuits that are pending, and is considering instigating more. One current target is Holland-based Donkervoort, which manufactures an S3 look-alike that has "a front end identical" to the Caterham Seven, according to Wakefield. (Ironically, Caterham and Donkervoort were assigned adjacent booths at the Geneva Auto Show earlier

this year.) The other lawsuit is aimed at an English firm, Westfield Sports Cars. Westfield started producing a low-cost Lotus Eleven look-alike in late 1982, and followed that successful kit with low-cost imitations of the S1 and S3 Sevens. (Westfield's Seven kits range in price from about \$1,500 to \$3,400 (plus shipping); according to Caterham's U.S. agent, Chris Tchorznicki, its Seven kits start at about \$11,500 in the U.S., and there is usually a waiting list of several months.)

"We have received a high-court writ alleging..." (See LAWSUITS, page 3)

STARTING LINE

The first club roster in nearly two years was sent out to all current members earlier this month.

This is the most elaborate roster we've ever published, thanks to our in-house computer capability and the efforts of Cora Gregorie. Due to the limitations of our roster software, some car specifications were abbreviated for coding purposes. We made no distinction, for example, between the Plus 2, Elan Plus 2, Plus 2S, Plus 2S 130 and Plus 2S 130/5. As another example, Elan Sprints printed out as S4s, and we could handle either the Elan series or SE designation—but not both. Also, the computer did not automatically cross-check series against years. In the future, we'll refine the program and augment the car codes so that our files can be updated with more accurate car data over time.

To the advertisers, who helped defray the cost of the mailing—our thanks. To the Lotus, Ltd. mail prep staff, who (powered by Heineken) got the mailing ready for the post office—our thanks. To the men and women of the U.S. Postal Service, who we depended on to get the roster from the Lotus, Ltd. World Headquarters to you...well...bulk mail delivery being what it is, if you haven't received your roster by the time you get this newsletter, drop a note to Box L and we'll send you another copy first class.

COVER: Westfield Seven S1 kits, before and after. (Photo by Cortes Pauls.)

PIT STOPS

Sep. 7 (Sun.)—Richmond, VA Lotus, Ltd. members. Autocross with VMS in a.m., attend British Car Day at Maymont 1-4 p.m. Evening dinner arranged if enough response. Contact: Bob Murray, (804) 276-0296 or Cortes Pauls, (804) 231-9481.

Sep. 19-21 (Fri.-Sun.)—Sixth Annual Lotus, Ltd. Owners Gathering, Hawk's Salt Ash Colony, Plymouth, VT. Friday evening reception; Saturday autocross, concours, tech seminars, banquet; Sunday tours. See separate story this issue. Information: Scott Stickle, (802) 325-3325.

Oct. 4 (Sat.)—D.C.-area Lotus, Ltd. group. British Car Festival, Waynesboro, VA. Lotuses wanted. Information: Phil Mitchell, (301) 942-6059 eves.

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ANNUAL MEET RESERVATIONS STRONG

With formal registration open, over 70 Lotus, Ltd. members have already reserved their spot on the mountain for the Sixth Annual Lotus, Ltd. Owners Gathering. This year's annual meet will be held September 19-21 at Hawk Mountain's Salt Ash Colony in Plymouth, Vermont.

The meet has drawn over 175 people in each of the last two years, and the strong early response indicates that LOG VI may be the biggest yet.

SPACE IS LIMITED at Salt Ash. If you're planning to attend LOG VI—and you don't want to end up sleeping in Rutland—you are urged to make your room reservations without delay. Remember that you must make your own room reservations directly with Hawk—by phoning toll-free (800) 572-0058.

Meet registration forms, along with the appropriate registration fee, should be sent to Lotus, Ltd. at P.O. Box L, College Park, MD 20740. Registrations will also be accepted "at the door". Please note that the LOG VI entry fee is NOT per person—one entry covers a member and his family or guest. (We have already received a few overpayments, and will arrange refunds in such cases.)

At LOG VI, we are planning to cram a lot of Lotus activity into one short weekend. Here's how the TENTATIVE schedule looks as we go to press:

The event will kick off with an informal wine-and-cheese reception Friday night at 8, followed by a "show-and-tell" session into the wee hours. Don't be shy—bring your event/car slides, videos and "war stories" to share.

Bright and early Saturday morning (at 8:30), a caravan will leave Salt Ash for a brisk drive to Rutland, where the annual autocross will be held at Technical High School. The event will be FREE, with both experienced and novice classes, as well as instruction for beginners—so everyone will have a shot at some silver. The course will be oriented toward driving skill and handling (a low-speed event—no experience necessary). So bring your "hot shoes" and give your Lotus some exercise.

Starting at noon, the casual concours (with a concurrent, FREE cookout on site) will be held back at Hawk's Salt Ash Center. During the afternoon, technical seminars will be presented (and videotaped for future club use) to improve your Lotus IQ. Seminars are still being organized, but a "how-to" session on fiberglass bodywork and a presentation on the history of the Lotus Seven are already on the agenda. A few "surprise" side trips are also being scheduled for Saturday afternoon.

Saturday evening's awards banquet will cap off the day's activity. Starting with an open-bar cocktail hour at 7, the banquet will be prepared by Hawk's master chef and promises to be the highlight of the day. Of course, there will be trophy presentations, door prizes and guest speakers to round out the evening's entertainment.

Sunday promises to be more "laid back", with afternoon tours to Pico's alpine slide and the Killington gondola. Hawk will be guiding a hike into the Green Mountains to pan for gold. Arrangements are also being made to view a telecast of Team Lotus in action at the Portuguese GP Sunday morning.

In short, this year's meet should have something for everyone. So don't be left out—sign up for LOG VI today!

—Dan Miller

Flea Market, Photo Contest at LOG VI

Have some Lotus parts that never made it into your car? Bits that fell off your car? Mystery items left over from the last time you worked on your car? Put a price tag on them and bring them to LOG VI—they may find a new home. While LOG VI is not a commercial event, a casual "flea market" during the Saturday concours has been okayed by the Lotus, Ltd. board.

This year's annual meet will also include a Lotus photo contest, with all entries proudly displayed in Hawk's central reservation lobby. Judging will be done by popular vote, with trophies awarded for the favorite color and black-and-white photos. So bring up your best.

Finally, if a pic is the closest thing to a real Lotus that you're bringing to LOG VI, don't despair—lie instead! Write a short essay on why your Lotus didn't make it, and compete for a special award to be presented to the winner of the "liar's concours". Originality counts!

(WESTFIELD, from page 1)

would have done credit to an old S/F movie. It was another reminder that home-built cars require infinite attention to even the smallest of details—details quickly remedied, however.

Once started, the engine turned over merrily and we were ready to roll. Upon selecting reverse, I promptly squashed my fingers between the gear lever and the top of the tunnel. This was immediately followed by a sliced hand searching for first gear. The gear lever really needs sorting out, especially when reaching for first and third, as the sharp edge of the aluminum dash lurks hungrily at the upper end of the shift pattern. (Beware!) After staunching the blood, I was pleased to note the positive gear change. Some effort and precision is required, however.

When underway, the controls operated smoothly and tidily. The noise level was surprisingly high, a veritable symphony of wind noise, suction from the carburetors, tappet noise, body panel rattles, suspension knocks and bangs, and hundreds of less identifiable emissions from other, more subtle sources. It was, in fact, remarkably like my brother-in-law's Model A roadster.

All similarity ends there, however. The brakes are firm, the steering quick and precise, the handling totally boy-racer—certainly the cycle fenders and tires can be placed to within a fraction of an inch of a target (such as a pylon). The ride, as set up, was very stiff and unfortunately a bit jiggly. The live and relatively heavy rear axle makes itself known by bounding occasionally over bumps and around corners. This motion is readily perceived because of the extreme rearward seating position and is easily controlled. But Modern Technology rears its ugly head in a way I'd never thought possible: I soon discovered that the abrasions on the rear fenders came from the

sticky Yokohamas, which literally hurled sand and stones in the direction of the driver's right arm. Wearing a short-sleeve shirt for any length of time could result in a finely polished elbow—ultimately a small price indeed for driving joy of the highest order.

Upon leaving the vehicle, the real world slowly returns and some questions come forth to mind. Is it practical? Is it constructed properly and solidly? Does everything work as it should?

For the first question, there is only one answer: Either you are a believer or not.

The answer to the second question is more involved. Certainly the reinforced frame design looks good and is a welcome improvement. I was somewhat unhappy with some of the welds, however, as they are quite fat, with occasional wire ends poking up here and there. Of course, strength is not affected, but the appearance could be tidier. Another area that needs to be addressed is the paint on some of the components, particularly the A arms. As Cortes also has an unassembled, spare kit, it was easy to examine these pieces closely. The paint, an enamel of some kind, had already chipped in a number of places and a rust film was developing. I would suggest that a new owner use an epoxy or powder finish to protect his investment.

On the plus side must be mentioned the attractive steering wheel of leather and aluminum, and the light-alloy, fabricated gas tank, which can only be described as gorgeous. The custom exhaust system, complete with a three-into-two-into-one header, is well made. Undoubtedly this last item is a real timesaver for the builder, who otherwise would have to have the exhaust fabricated locally by a muffler shop that may or may not have the necessary tools and talent to do the job properly.

The answer to the final question depends

entirely upon the builder, since the finished result will only be as good as the owner's mechanical ability and attention to detail. Cortes mentioned that the engine and transmission mount holes lined right up and that the only welding required was for the brackets on the rear axle. As mentioned earlier, he has added attractive motorcycle front headlights (standard accessory items found at your friendly motorcycle shop), as well as the clever and highly visible rear light assembly from a 350 Honda. All light functions are contained in these two simple systems. The additional lower rear lights are traditional British, but are perhaps not the best for modern-day American driving conditions. His rear view mirrors, presently mounted on the front fenders, do vibrate when under way, and he plans to replace them with units mounted next to the windshield. Additionally, I would suggest that a new owner consider some form of self-cancelling turn signals and a collapsible steering column for safety.

Other available versions of the Westfield Seven include the Coventry Climax 1220cc engine (similar to the early Elite) and the powerful and vibration-free 2616cc Mazda rotary. The kit thereby can become an extension of the builder's personality.

Driving home after the session in my "Rotoropa" (a rotary-powered '69 Europa), I was struck by how civilized, smooth and quiet my car was. It is obviously more powerful, but I never thought my Europa would ever feel downright fat! Those additional four hundred pounds are really noticeable. (I'll refrain from mentioning what my G-20 Chevy van felt like...)

All in all, it was a memorable afternoon. Surely the Westfield Seven has a maximum fun-to-weight ratio.

—Bob Murray

PRACTICAL CLASSICS BUYING FEATURE

Buying A Lotus Seven

It isn't for the faint hearted, says Geoff Le Prevost

The brash but purposeful Seven was the first production car from Lotus to be designed for road use though, with a succession of ever-more-powerful engines being made available, many owners did, and still do have, other ideas. A road car it might have been, but there was little thought for creature comfort. Back in

the fifties, Colin Chapman had in mind a car which would be cheap and fast. Today, alas, it is only fast.

It is unusual for *Practical Classics* to feature cars which are still available in the new-car showrooms—incredible though it seems, the car, which first appeared in 1957, lives on as

the Caterham Seven. You cannot refer to the Lotus Seven without mentioning Caterham, and I went along to the factory to talk to Graham Nearn.

Caterham Car Sales have been involved with the Seven since it was introduced and, under Graham's direction in 1967, became sole concessionaires. In 1973, when Lotus was heading resolutely up-market, Caterham Cars took over the manufacturing rights and began building the then-current 'boxy' glass fibre-bodied Series IV Seven under their own name.



The Seven is said to be an easy car to work on, but with an overall height of just 3ft 1in, it could be bad for your back!

Buying A Lotus Seven
Continued

Buying A Lotus Seven

The Lotus Sevens were bodied in either aluminium or glass fibre, so no rust problems here, right? Wrong! All the Sevens, throughout the car's 26 year history, have been built around a tubular steel spaceframe and it is here that any rust will be concealed. Study the side rails closely, they trap water with the usual dire



Driver and passenger should be friends, or at least on shoulder-rubbing acquaintance.

Shortly after production began, Caterham Cars took a step back in the history of the car by reverting to the aluminium bodied, more rounded, Series III shape, a move which proved successful from a marketing point of view, and very, very advantageous for someone repairing a Series II or III Lotus as many of the Caterham components are suitable — nose cone and wings for instance.

If you are looking for a vehicle which is exhilarating to drive and equally at home on road or race track; if you do not mind noise, frostbite or fear, and if you are not looking for a dazzling array of instruments or somewhere to put luggage larger than a cigarette packet, then the Lotus/Caterham Seven might be worth considering.

If, on the other, you thought a sports car might be nice but you are torn between that and, say, a Morris Minor Convertible, forget it! The Seven is not for you.

What to look for

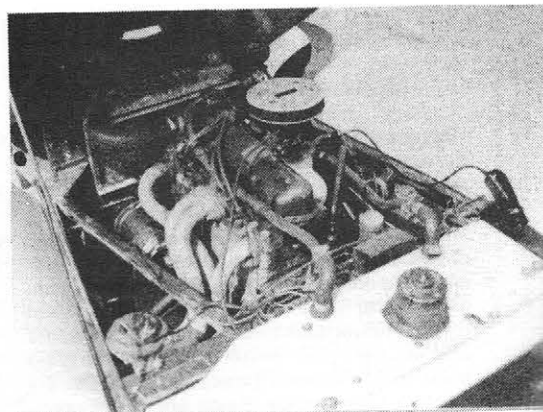
The very first thing to seek out is the chassis plate, under the bonnet. It doesn't mean that if it hasn't got one, it isn't a Lotus, but be warned, there were some 'copies'. Look for the prefix SB and four digits on cars made after 1960 (Series II on). Graham Nearn would add that many Sevens were raced and, when they became uncompetitive, were put on the road — hence no chassis plate. These cars are not necessarily bad, they just need to be carefully checked.



The Series IV not only looks different, the space-frame and suspension are different as well. The squared-off rear end of the Series IV is currently out of favour although the car sold well when new. These cars are often less expensive than other types.

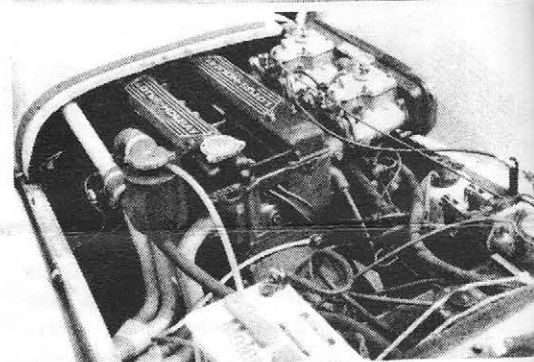
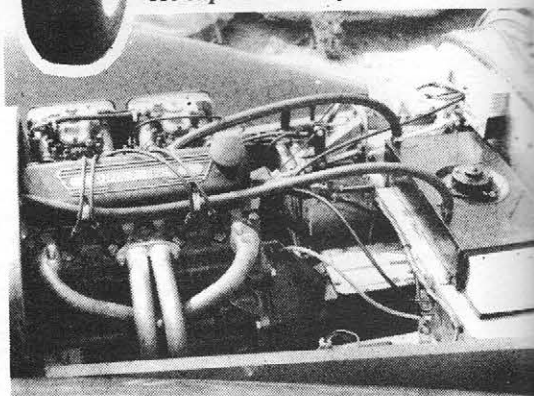
consequences. Look for bubbling at the base of the side panel. The Series IV cars were prone to rot.

A particularly weak point on early cars was the rear axle casing, especially the Standard Triumph unit fitted on cars made between 1962 and 68. All the rear axles take a lot of punishment and this might result in a split developing in the diff. casing so look for a



The Ford 1600 crossflow engine, as fitted to Series II, III and IV cars.

The Super Seven Sprint engine, fitted to current cars, develops 110 bhp in standard form.



The fearsome Lotus Holbay engine in the very rare Lotus Twin Cam SS. Only a dozen or so were made and Graham Nearn owns SS1, the motor show car.

messy unit which could be dripping oil. Caterham modify the casing by welding on a strengthening plate.

The Standard axle — from the 10/Pennant range — is not readily available but a car with a duff one can be treated to a brand new unit from a Morris Marina/Ital as fitted to current cars. Whatever the car is fitted with — any of the aforementioned or a Ford axle — the strengthening file is a good idea. Caterham Cars will fit it for you or supply the part to weld yourself.

The suspension on Series II and III cars is similar to current; however, the Series IV

Production

Series I October 1957 — June 1960. 1172 c.c. 40 bhp (Ford); 948 c.c. 37 bhp (BMC); Super Seven: 1097 c.c. 75 bhp (Coventry Climax). About 242 built.

Series II June 1960 — September 1968. 1172 c.c. 40 bhp (Ford); 948 c.c. 37 bhp (BMC); 1098 c.c. 55 bhp (BMC); 997 c.c. 50 bhp (Ford); Super Seven: 1340 c.c. 85 bhp (Ford Cosworth); Super Seven 1500: 1498 c.c. 66 bhp (Ford); Super Seven 1500 Cosworth: 1498 c.c. 95 bhp (Ford Cosworth). About 1350 built.

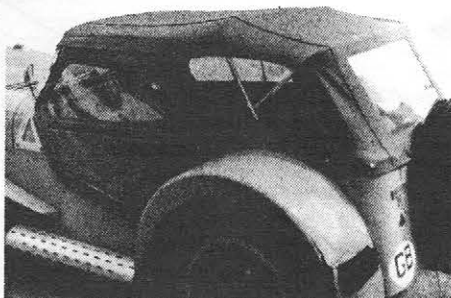
Series III September 1968 — April 1970. 1298 c.c. 68 bhp (Ford); 1599 c.c. 84 bhp (Ford); Super Seven Twin Cam SS: 1558 c.c. 125 bhp (Lotus Holbay). About 350 built.

Series IV (Lotus) April 1970 — March 1973. As Series III but no Super Seven model. Lotus 115 bhp Twin Cam superceded by Big Valve. About 900 built.

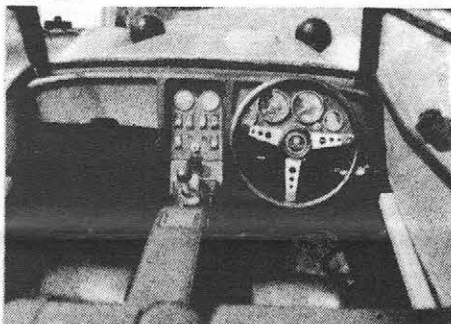
Series IV (Caterham) May 1973 — June 1974. As Series IV but no Lotus 115 bhp Twin Cam. Only 50 built.

Series III (Caterham) June 1974 — 1599 c.c. 84 bhp (Ford); 1558 c.c. 125 bhp (Lotus Big Valve) 1599 c.c. 110 bhp (Ford); 1599 c.c. 130 bhp (Caterham Twin Cam). More than 1,000 built.

Information supplied by Caterham Cars.



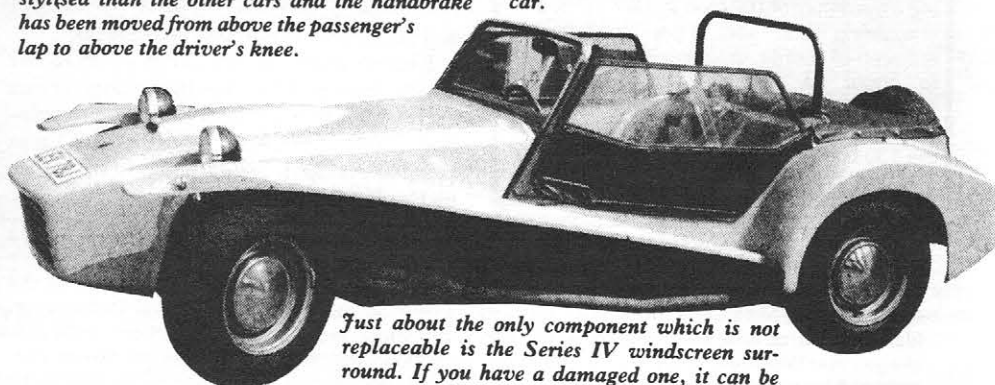
The hood is not the most attractive feature of these cars. The rear wing on this Series III Twin Cam SS is the same as the style fitted to the current car.



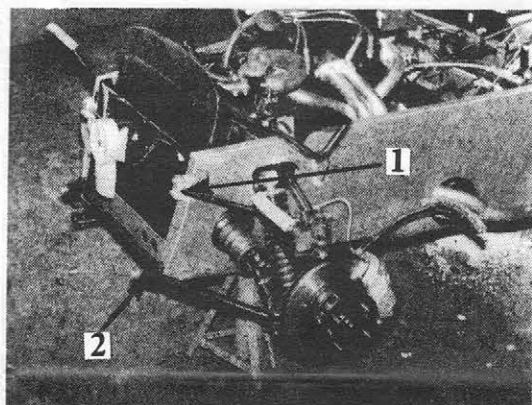
The dashboard of the Series IV car is more stylised than the other cars and the handbrake has been moved from above the passenger's lap to above the driver's knee.



Rear axle casings are a weak point; Caterham Cars devised a strengthening plate which they fit as standard and which they can supply for your car.



Just about the only component which is not replaceable is the Series IV windscreen surround. If you have a damaged one, it can be repaired.



Check that the anti-roll bar bushes (arrowed 1) and the suspension bushes (arrowed 2) are sound.

glass fibre car has a different set-up. Spares for all types are available. The only component which is totally unavailable is the Series IV windscreen surround. I was told that the manufacturers (not Lotus) threw away the moulds when production of the cars ceased.

On the road, the car should be well behaved and should drive properly. If the seller suggests 'The steering takes some getting used to' or 'They all bounce around like this' then beware, the car should drive as if it was on rails. Misbehaviour could be caused by worn dampers — a common fault and replacements cost £30 each — or by worn Metalastic bushes on the suspension wishbones which cost £21 per set. Check also that the antiroll bar mounting points are secure and that the bushes are good.

A spaceframe damaged in a shunt will certainly affect the handling. Make sure the car sits squarely on the road, and you might try lining up the spaceframe tubes by eye. The frames have something of a reputation for flexing, especially the Series II cars which had fewer tubes. If you have a car which was originally built with a standard 1500 Ford engine of 66 bhp but which has subsequently been given a twin cam of around 125 bhp then the frame certainly will flex.

The dozen or so Twin Cam SS cars built by Lotus had additional triangulation to stiffen the frame and the current Caterham cars have a frame which follows this pattern.

Some people are concerned that the Seven was a kit car and therefore may have been badly put together. The kit idea was devised to get around car tax. When VAT was introduced in 1973, this scheme became obsolete. Therefore, it is only the pre-'73 cars which were the real kit cars, and if they have lasted this long...

Current cars are delivered requiring some finishing but are in a far more complete state than before. This is to circumnavigate type approval laws and in these cases, it is largely a matter of making sure everything is bolted on securely. If there is going to be a problem, it

will be those antiroll bars.

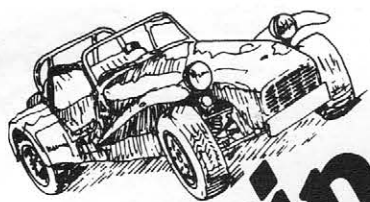
Engines fitted depended on the Ford product of the day, although some early Series I and II cars boasted the 948 c.c. BMC unit of the Austin Healey Sprite. The Fords vary from the sublime sidevalve to the full-house Holbay. Engines spares are usually no problem.

What to pay

People who go to Caterham Car Sales usually know what they are looking for, having thought very hard about buying this sort of car. The most common price range is £3,000 to £3,500 for a Series II or III in fair condition, perhaps £500 less for a Series IV. "For £5,000" says Graham, "You are no longer in the restoration business."

Any Seven with an MOT will probably be offered at around £2,000 and even a really horrible car might fetch £1,750. Hopeful buyers able to stretch to £1,500 will probably not find a car other than the less popular Series IV. If you desperately need a Lotus

**Buying A Lotus Seven
Continued**



Buying A Lotus Seven

Even with the sidecreens fitted, the wind blasts into your hair. Graham Nearn demonstrates the Caterham Seven to the editor.



Seven and if it must be cheap, then the glass fibre car must be worth a second look.

If you find such a car with a rotted out frame, and if it is

at the right price, then a restoration is a good idea. The spaceframe is different to the other cars but Caterham can provide an off-the-shelf replacement for around £450 plus VAT. A new set of fibre glass (four wings and a nose cone) will set you back £113.

Prices are held up by the car's popularity and by its rarity. Lotus made about 3,000 Sevens and Caterham 1,000 more. They aren't the sort of cars which wear out and get thrown away, so where are they? Why are they so rare? The answer, says Graham, is that when the pound goes down, foreign dealers flock over here and the Seven is one of the cars they look for. Many of the Series II and III cars have disappeared overseas.

I haven't gone into the Series I cars in any detail. Recognisable by their close fitting cycle wings, they can be seen in photographs, but rarely anywhere else. The Climax engined examples are particularly rare and a nice example would top £5,000.

How Fast?

Performance from the Seven depends on the engine you choose (or can afford). The early Sevens powered by the ubiquitous 1,172 c.c. sidevalve Ford engine managed a top speed of just 81 mph and a 0-60 time of 17.8 sec. In 1963, however the tuned Ford 1500 was giving a maximum of 102 mph and 0-60 time of a staggering 7.7 sec. Fuel consumption suffered of course, dropping from around 35 to about 24 mpg. The standard 1600 crossflow produced not dissimilar figures. If you want something totally over the edge, try the 130 bhp Caterham Twin Cam — 114 mph and 0-60 in 6.2 sec!

(LAWSUITS, from page 1)

ing breach of copyright with respect to 26 drawings passed on to Caterham by Lotus," said Westfield head Chris Smith. The suit was filed last March and, according to Smith, also alleges that Westfield is calling its cars Caterham and Lotus and passing them off as originals, infringing on the trademarked names "Seven" and "Super Seven", and that Westfield's imitation of the Caterham Seven's shape is illegal.

The battle started, according to Smith, with a threatening letter from Caterham in March 1985. Smith, in turn, asked for documentation from Caterham substantiating its copyright claims. Caterham could not produce a document supporting the assignment of copyright from Lotus in 1973, and Smith says the deal between Colin Chapman and Caterham was verbal. Subsequently, in May 1985, Lotus executed a written assignment of the copyrights and trademarks.

According to Smith, in the U.K. the copyright on an external shape—listed on the country's design registry—is only valid for 15 years; Lotus Seven S1 production began in 1957, the S3 in 1968. He questions the validity of the Lotus and Caterham claims to the Seven name, noting that it's been used by many manufacturers, including Austin, for decades. The copyright on technical drawings in England lasts for 50 years (plus the life of the designer), but Smith says he researched all 26 drawings in question and says there was no infringement by Westfield.

Caterham, not surprisingly, has a different view.

"They are trading on the reputation of Lotus and Caterham," said Wakefield of the imitators, including Westfield. "They haven't got

vehicles in their own light." While defending a claim to the exclusive use of the Seven name may prove difficult, he said, the crux of the litigation against Westfield and Donkervoort hinges on the degree to which copyright protection encompasses the overall Seven concept—as defined by the drawings, the name and the shape of the car. "With such a distinctive shape—and particularly with registration documents and badges being lost or changed over time—a layman would stand no chance of distinguishing between [the Caterham Seven and the imitation] vehicles," Wakefield said. Therefore artistic copyright, as it applies to the overall shape and not just as defined by drawings, also comes into play, he said.

Wakefield thinks a court hearing in the suit could come as early as this autumn, while Smith thinks it won't happen until near the end of next year; a settlement is unlikely. In the meantime, Smith said, "It is not affecting us at all. We are in full production, and increasing."

As for Caterham, the future likely could hold additional court battles.

"That bunch in Canada," said Wakefield, referring to Ontario-based Mark Seven Sportcar Co., "is only just warming up at the moment." The Canadian company has billed itself on its letterhead as "manufacturers of Lotus Super Seven (Series III) replica sports-car" and touted performance figures identical to those in a published road test of the Caterham Seven.

A New Zealand company, R.J. Bainbridge, has also caught Caterham's legal eye; Bainbridge bought its jigs and molds from Steele Brothers, which produced the S4 Seven there under a license from Lotus in the Seventies. Bainbridge has produced a limited number of S3 and S4 look-alikes using 907 engines, and

Conclusions

The Seven was built as a fun car and its lack of interior finesse makes it a rather impractical classic. With a reasonably potent engine the car is very fast but you have to buy that performance and it does not come cheap. I couldn't live with it on an every-day basis but it would make a super summer weekend car.

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a former partner of Donkervoort, Edgar Salwegter, is involved with the operation. However, according to Caterham, the Lotus license with Steele Brothers was cancelled because it was not renewed after three years.

With Caterham's limited resources, stamping out all the Seven imitators would appear to be a difficult and costly, if not impossible, task. Westfield and Donkervoort, prominent players in Caterham's own back yard, are the most obvious targets. But consider the following case, 6,000 miles away in Pinetown, South Africa...

It's late 1983. Team Lotus owner Hazel Chapman, team manager Peter Warr, and drivers Elio de Angelis and Nigel Mansell—in South Africa for the Grand Prix—gather at Lotus agent Status Cars for the unveiling of a brand new vehicle. It's been dubbed the Classic Super Seven. "Every centimeter of the robust 26-year-old design, a tribute to the genius of Colin [Chapman], is true to the original version," boasts the builder's announcement, "with some sophisticated innovations which will give the local model the edge over Sevens manufactured worldwide." The following month, the JPS-liveried car and its builder are given a laudatory writeup in a Lotus factory publication—complete with color pictures of Hazel Chapman and Elio de Angelis behind the wheel, beaming....

Unfortunately, the builder introducing the Classic Super Seven was not Caterham; it was Birkin Cars. And the car was not a licensed Seven; it was an unauthorized imitation.

Nearly three years later, Birkin is still producing what Chris Custer says is "one of the highest quality Sevens in the world."

LEFTOVER PARTS

According to *Automotive News*, a ZF six-speed will be mated to the Lotus V-8 for use in the 1989 Corvette...Chris Tchorznicki, Caterham's U.S. agent, says one of his recent customers bought a Seven to replace a Ferrari Boxer...Chris is currently taking orders for the 5-speed Caterham Seven with De Dion rear axle...From an ad catalog touting British exports to the U.S.: "British cars such as the dazzling new Lotus Excel S.E. by Austin Rover make friends and influence people around the world."...If you turned the channel too quickly after ESPN's telecast of the German GP, you missed a 10-minute commercial for Lotus road cars. Sponsored by Lotus Performance Cars, the spot included an interview with Lotus CEO Mike Kimberley, a tour of the production line, and a spin around the Lotus test track...Jaguar has helped Lotus set up quality control circles at the factory, and new-car warranties reportedly have been extended to 24 months for all models...Reportedly a new Caterham Super Seven model, the HPC, will be introduced at the British International Motor Show in October, sport a 1.7-liter BDR 16-valve twin cam engine with 170-175 hp, do 0-60 in under five seconds, and cost about £12,000 in the U.K....The Caterham Seven can now be sold fully built in Germany, Switzerland and Japan...Jabby Crombac's authorized bio of Colin Chapman will be out October 20th...The Lotus active suspension system, in its present form, costs £50,000-100,000 to put on a car; it includes an aircraft-industry pump that's quite sophisticated—and expensive...Autocar speculates that the X100 is now likely to be a two-seat coupe styled by Giorgio Giugiaro's Ital Design firm and including numerous GM Opel components...Japanese F3000 driver Satoru Nakajima will replace Johnny Dumfries in the number two Team Lotus seat as part of the engine deal with Honda.

PARTS & TECH

New tech reps. If you check the masthead at the bottom of page two, you'll see we've added quite a few people to our roster of tech reps. We've replaced some of the old reps who (with our thanks for a job well done) have "retired" or dropped out of the club. We've now got more than one rep for some of the more common models. And we've added some reps for models that weren't being covered at all before. These people are willing to help you with your questions and problems, so contact them. Just keep in mind two things: (1) a phone call will get much quicker response than a letter, and (2) reps are located all over the country, so be aware of what time zone you're calling before you dial.

TRANSMISSIONS

The newsletter recently has contained some excellent suggestions on obtaining a hard and full brake pedal. One additional area to consider is the lateral run-out of the brake rotors. If this run-out is over specs, the caliper pistons will be forced back too far into their bores, creating a greater-than-designed-in clearance between the caliper piston face and the brake pad. This should be suspected as a problem if the brake pedal firms up on the second or third consecutive application.

Also, the Europa can be converted to braided steel brake lines, using the following parts from Earl's Performance Products, 825 E. Sepulveda, Carson, CA 90745, (213) 830-1620: 10 feet of braided brake line; fitting ES6001-3 (eight pieces); and fitting 979-3 (eight pieces). The total cost is about \$60.

Rick Keffer
Hartsville, Ohio

I stopped short when Phil Connaught soft-pedaled the relation between vacuum boosters and spongy brakes. Replacement of the non-return valve produced dramatic improvements for me, and it was a lot easier and cheaper than the other possibilities—all of which I tried first.

Jack Lockhead
Conway, Massachusetts

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FOR SALE: Mrs. Peel's Lotus Elan from "The Avengers". 1966 S3 convertible, original silver-blue as used in all the color episodes. New

top, seats, carpet. Fully documented, including Diana Rigg's autograph in the U.K. logbook. Always garaged and covered, RHD of course. \$12,500. Chuck, (703) 734-9420.

FOR SALE: 1965 Super Seven S2, 1500 Cosworth. Totally restored: frame strengthened, sand-blasted, epoxy-painted and reskinned; engine, gearbox and rear axle rebuilt; interior reupholstered in black; polished skin with Guards Red nose and wings; new Minilite-style wheels and 165/70-13 P3 Pirellis; all-new suspension bushings, springs and Spax shocks. Authentic down to the Wingard tail lamps. \$11,500, or Elan plus cash (prefer project car without engine). Jim Mueller, (703) 549-3466 days, (703) 549-8216 eves.

FOR SALE: Momo Veloce 3 steering wheel, new, with hub for Eclat or Esprit, \$130; used Momo JPS wheel, with hub, \$65; new 2.2 front spoiler for Eclat, \$190; side sill extensions, \$180; used E cams, \$100/set; used Dellorto 45 set up, \$400; complete 907 motor, with E cams, Dellortos, European distributor and air conditioner compressor, \$1,800. Richie Longo, (718) 372-5723.

FOR SALE: 1973 Europa Special, 5-speed, 40,000 mi., 3,000 mi. on rebuilt TC with fresh water pump and Dave Bean valve job. \$6,500. John Borders, 3035 W. Hemlock #C, Oxnard, CA 93033, (805) 985-1631 eves, (805) 982-3151 days.

WANTED: For 1977 (3/77) Esprit S1—muffler system from manifold back to tailpipe; one pair of valve (cam) covers, in used but very good condition; one pair of Zenith Stromberg or Weber carbs, with matching intake manifold; alternator; fuel pump; new-style Lotus nose badge in good condition; black Lotus steering wheel, in used but very good condition; one pair of front/rear brake lines (from master cylinder to coupling); one pair of horns; four pieces that make up bottom spoilers and side sill panels like the 1983 Turbo Esprit (no rear slat shade). Also want a set of 15-inch Compomotives or 4-lug BBS wheels, would like to swap or sell four Wolfrace wheels (1 okay, 3 very good condition). Jim Auclair, (401) 732-0721.

FOR SALE: Westfield Eleven, red/polished aluminum, grey seats, fresh BMC 1275 with Weber DCOE45 and special headers, Minilite-type alloys and new Semperits, RHD, built 1984. \$8,500/interesting trades. Chuck, (703) 734-9420 or Larry, (703) 448-7455.

FOR SALE: Sintered metallic F3 clutch assembly, \$75; M+H slicks with autocross compounds, 7 x 20 and 9 x 22 sizes, \$25/pair; Fiamm twin air horns, new in box, \$20. Chuck, (703) 734-9420.

WANTED: Latest model Elite, fully loaded (A/C, 5-speed, leather interior), top condition, no accidents, no cracks, clean inside and out. Kevin Chan, 161 Madeira #44, Coral Gables, FL 33134, (305) 274-3732.

FOR SALE: Twin cam block, crank and flywheel, 4-bolt style, includes four 125E rods, all for \$30; cast-iron exhaust manifold, from early Elan (turbo application?), \$20; Elan halfshafts, donut-type, \$10/pair; S2 Esprit catalytic converter, air pump, air rail assembly, diverter valve and air filter, all for \$40. Shipping extra. John Rowell, (208) 334-2826 days, (208) 342-1142 eves.

FOR SALE: 1972 Elan Plus 2S 130, big valve engine, 44,000 mi., immaculate. New Semperit Hi-speeds, Konis. Custom ANSA. Elm burl dash, excellent interior, new carpet. Early-style Spitfire radiator with full-width core. Recent complete strip, flawless red in Dupont Centari acrylic enamel. Original air-conditioner grille work. Offers around \$10,500/trade for late-model 4-door car. Pix and delivery available to serious buyers. Terry Gahl, (404) 928-9116 eves.

FOR SALE: Tow bar for Elan, clamps around lower cross member, have used on 500-mile trip, \$75; selection of used Elan and Plus 2 steel wheels, some widened, poor to fair condition, centers can be used to fabricate wheels and some could be straightened. Ten knock off-type wheels, \$50 for the lot. Terry Gahl, (404) 928-9116 eves.

FOR SALE: Small-valve TC head, complete less cams; damaged big-valve head, repairable, with crossover pipes; intermediate manifold; two Stromberg air boxes; ribbed valve cover; exhaust header; machined aluminum spacers for replacement of intermediate manifold; two Stromberg carbs; head bolts and hardware. \$650 all items. Also Europa front bumper, \$75; rear springs, \$40; driver's-side door molding, \$25; center seat sections, \$100/pair; Harrison Mf. Co. oil cooler, \$50. Shipping extra. Richard Dudek, 221 Susquehanna Ave., Lincoln Park, NJ 07035, (201) 694-9014 from 6:30-8 A.M. and 10-11:30 P.M. EST.

FOR SALE: 1973 Europa TC, JPS #011, S/N 2919R, 24,700 mi., 1,500 mi. on balanced engine, 1,300 mi. on rebuilt 5-speed. New black Imron, repainted TC wheels, new tires, extra Stromberg head. \$7,950. Duane Eller, 7802 Clydesdale Dr., Austin, TX 78745, (512) 282-5436 (leave message) or (512) 288-2314.

WANTED: Lotus Seven Series One. Will consider car in any condition—fully restored to basket case. Bill Bohlander, (814) 745-2846 home, (814) 745-2288 work.

FOR SALE: 1974 Europa TC Special, excellent paint and interior, 5-speed, all electrics work great. New brakes and battery, Konis in front and new stock shocks in rear. Very nice condition. \$6,500. (916) 624-5502.

FOR SALE: 1973 A-Prepared Europa. Winner of four national championships, every divisional championship entered, many FTDs around the country. All-steel TC engine with 162 hp and excellent torque, extensive suspension mods, Revolution modular wheels, fresh white paint last year. \$8,500 firm, including spare parts. Ron Flier, (314) 982-2561 work, (314) 968-9166 home.

FOR SALE: 1971 Europa, Gordini engine, autocross suspension, brakes and roll bar, lots of spares available, garage-stored. \$3,500. Andy Doring, (301) 946-0701.

FOR SALE: Four Europa factory steel wheels, \$5 ea.; one set of Cosmic wheels to fit Europa or Spitfire, \$120/set; Renault-Europa transmission, \$250; Renault-Europa crankshaft, \$60; TC crankshaft, \$60. Many other engine and trans parts for Renault and TC Europas. Andy Doring, (301) 946-0701.

FOR SALE: Weber head, valve seats recut, new bronze guides, good cam bearings, .380-lift cams, and cam cover. Tony Kopec, 30 Archwood Dr., Mohrsville, PA 19541, (215) 926-1443.

FOR SALE: 1978 Esprit S2, silver, black leather interior, 28,500 mi. Blaupunkt stereo, built-in Spectrum radar, workshop manual. \$17,600. Rick Reisner, 3026 Congress St., Allentown, PA 18104, (215) 432-3151 Tues.-Fri. or (215) 439-1610.

FOR SALE: 1971 Europa S2, bought 1973, second owner. Weber, header, Spax front, Koni rear. Never wrecked. Scott Jordan, (518) 370-4237 days, (518) 895-2017 eves.

FOR SALE: Workshop manual for 1973 Europa TC. Wilson Scanlon, (904) 389-3583.

FOR SALE: Trailer, single-axle. Europa TC tight fit but Elan and Seven okay. \$325. Mark, (301) 441-1955 eves.

FOR SALE: 1959 Lotus 7A, LHD, ground-up restoration 3 years ago. Not vintage due to disc front brakes, LHD and 1275 engine/5-speed trans. Yellow over fresh aluminum, 2 sets of wheels, roll bar and weather gear. Trailer and tow bar available. \$8,000. Clark Lincoln, 372 North Main, Romeo, MI 48065, (313) 575-2267 days, (313) 752-6819 eves.

FOR SALE: Rear half of body and frame from 1966 Elan S2, miscellaneous other parts. Mark Doubet, 400 Marion St., Hiawatha, IA 52233, (319) 393-8731 home, (319) 373-1425 work.

WANTED: Workshop manual for 1966 Elan S2; parts for 1973 Europa, including alternator, long metal motor mounting arm, rear side marker light, plastic bezel for front side marker, left tail light lens, passenger-side rocker panel, defroster ducts and bezels. Mark Doubet, 400 Marion St., Hiawatha, IA 52233, (319) 393-8731 home, (319) 373-1425 work.

FOR SALE: Europa TC "spider" alloy wheel, perfect condition, \$60. Elan S1 lenses—2 rear indicators, \$5 ea.; tail light, red, \$5; two parking lights, clear, \$2.50 ea. Esprit S2 hatch compartment air duct bezel, new, \$10; Esprit S2 timing belt, radiator hose, wiper blade, \$10/all 3; Good-year racing Eagles, two 20x6.5x13, two 21.5x8.5x13, unused, \$175. Scott Berryman, P.O. Box 540, Big Fork, MT 59911, (406) 837-4243.

FOR SALE: Elan S1. Rebuilt motor, clutch. New Lotus chassis, suspension, Weber carbs, brakes, steering, dash pad, top, starter, more. \$4,500. Steve Tackett, 900 W. Los Angeles, Broken Arrow, OK 74011.

FOR SALE: Europa S2 rear axle parts—two inner universal yokes, \$35 ea.; one outer stub axle, \$50; one drive shaft, \$35; two Lotus inner spacers, one outer hub, \$25. Four original steel wheels, average condition, \$20 ea.; four original hub caps, fair, \$5 ea. Bob Murray, 2101 Wynnewood Dr., Richmond, VA 23235, (804) 276-0296.

FOR SALE: 1970 Europa S2, excellent project car, rebuilt engine, new shocks, chassis reconditioned and ready for body, body stripped, some small parts missing. \$2,000 O.B.O. Mark Doubet, 400 Marion St., Hiawatha, IA 52233, (319) 393-8731 home, (319) 373-1425 work.

FOR SALE: 1965 Elan S2 and 1971 Elan coupe (Weber head). Jim Donnelly, (312) 635-8833 home, (312) 372-3215 work.

FOR SALE: 1973 Europa Special, one owner, 4-speed, 52,000 mi. Runs but needs work on body and interior. \$3,000 O.B.O. Don, (312) 334-2174.

FOR SALE: 1973 Europa TC, balanced and blueprinted engine, adjustable lower links, much chrome work on engine, alloy wheels, flared wheels, blue Imron paint, Stebro stainless steel exhaust. Always garaged, second owner. \$6,500 O.B.O. Bob, (312) 524-2646.

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