



## An Interview with Stirling Moss

Even without the missing Dan Gurney, the assembly looked like a *Who's Who* of racing—Carroll Shelby, Bob Bondurant, Phil Hill and Innes Ireland, along with such less well-known drivers as Jay Chamberlain, Sam Hanks, Dick Guldstrand, Denise McCluggage and John Von Neuman. They were all gathered for the press conference at the Palm Springs "Fabulous Fifties" Reunion Race, but the guest of honor, by general acclaim, was Stirling Moss. He was racing again in a Lotus for the first time in 23 years.

Stirling looked much as I remembered him from the late Fifties, driving Roy Salvadori's Maserati at Oulton Park, or racing at Silverstone in the Cooper. A little greyer at the temples, perhaps, but still the same self-effacing personality, tucking himself away unobtrusively at the back of the table, almost hidden by the more flamboyant members of this august group. When he was invited to the podium to speak, the photographer next to me swore quietly and admitted that he had mistakenly been shooting Bob Bondurant, resplendent in a white and red Nomex suit!

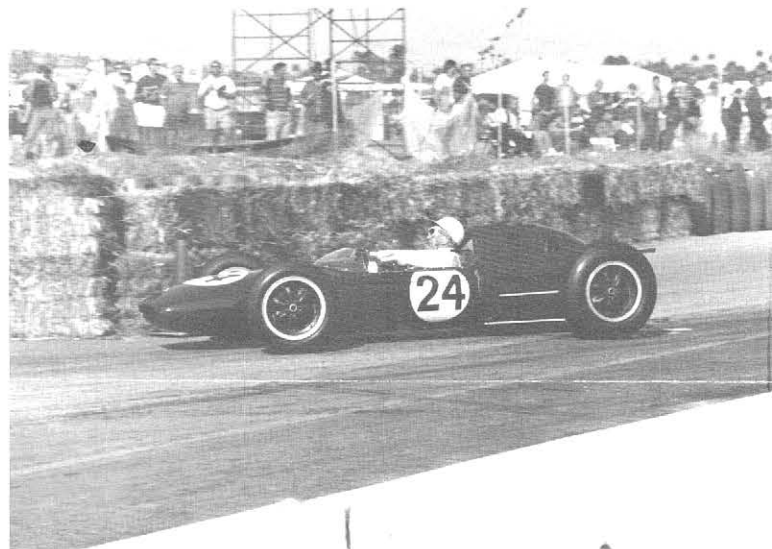
Moss thanked the organizers of the Palm Springs Grand Prix, and said he hoped this would be the first of many such events. Asked what he thought about the circuit (a half-mile rectangle around suburban Palm Springs streets), he said, tongue-in-cheek, "I can still remember each bend of the Nurburgring, and every kilometer of the Targa Florio, but I'm damned if I can recall even one of those four corners out there!" His grasp of the course had, nevertheless, been good enough to give him a photofinish tie for first with Phil Hill, driving a Ferrari 312.

Each of the dignitaries addressed the press, and the conference was then thrown open for questions. Since nobody else seemed to be in a hurry to start, I put the first question to Stirling. Noting that the first four Grands Prix that Lotus ever won were won not by Team Lotus, but by Stirling himself driving Type 18s campaigned by Rob Walker Racing, I asked why he had never driven for Chapman. His reply was characteristically straightforward.

"I preferred to drive for a private team because, among other things, it gave me the freedom to change the car the way I wanted it changed. And, frankly, I liked Rob Walker a good deal more than Colin Chapman, and was simply happier to stay with that arrangement."

After a few lame questions about how racing drivers drive on the freeways, the press conference was interrupted by late arrivals and soon abandoned. I approached Stirling as he left the table and asked him if he would answer a few questions about his association with Lotus and with Colin Chapman. He agreed without hesitation.

What attracted Stirling to the Lotus 18? I asked. How did it compare



with the Cooper he had been driving up to that point? He replied that the Lotus was much more a driver's car than the Cooper, not so forgiving, but more likely to win if driven within limits.

"In '61 John Surtees was World Champion driving the Cooper yet one tended to see more of the front of his car than the back during that season, an indication of the very forgiving nature of the Cooper. The Lotus was a car that required more precision, but was also more rewarding."

I asked Stirling his opinion of Colin Chapman as a designer, especially with respect to the robustness of his cars vis-a-vis driver safety. Did he cut too fine a line?

"Definitely," replied Stirling. "The Lotus was a car that broke if one drove it hard. That is what racing is all about; one must drive hard to win. But the Lotus tended to break, and I don't think that was necessary. In my opinion Chapman was one of the very best designers, and certainly had the technology available to improve the car's durability. I had a rear wheel come off seven times while driving Lotuses, and I think that's unforgivable."

(See MOSS, page 4)

## The Lotus-Renault 98T: Familiar Problem, Elusive Solution



The 1986 Formula One season is set to begin March 23rd in Rio. And Gerard Ducarouge, the chief engineer of John Player Special Team Lotus, has a problem.

He's had a fully competitive chassis since six weeks after his arrival at Lotus in May 1983.

He's had fully competitive rubber since Michelin withdrew from Formula One at the end of 1984.

He's got arguably the quickest driver on the Grand Prix grid.

Yet he still has a problem. And it's largely beyond his control.

His engine may guzzle too much gas.

The JPS Lotus 98T race car, which was unveiled last month, follows closely along the lines of its three Ducarouge-designed Lotus predecessors. It is a refinement of the chassis that won eight poles, but only three races, in 1985. And therein lies the rub. Qualifying well in Formula One requires turning one fast lap at full boost on near-empty tanks. Winning

(See LOTUS 98T, page 5)

## PIT STOPS

**Apr. 4-6 (Fri.-Sun.)**—West Coast Lotus Meet, Cambria Bay, CA. Sponsored by LW and GGLC. Fri.: informal evening gathering. Sat.—registration, TSD rally, wine tour rally, banquet. Sun.—short rally, brunch, formal concours, awards. Information: Charlie Rockwell, 385 North 19 St., San Jose, CA 95112, (408) 286-2405.

**Apr. 15 (Tue.)**—Lotus, Ltd. D.C. area group socializer and business meeting, at Kevin Kilcoyne's, 7301 Bradley Blvd., Bethesda, MD. Information/directions: Kevin Kilcoyne, (301) 469-4836.

**May 25 (Sun.)**—Lotus, Ltd.'s May's Maze Championship Autocross, Huntington Metro lot, Alexandria, VA. First car off at 10 A.M., will run all day. Lloyd Cayes will be the O.D. WORKERS ARE NEEDED!! Information: Lloyd Cayes, (703) 560-4169.

NELLI (the New England Lotus Lovers, Inc.), formerly BALLS (the Boston Area Lotus Lovers), will be organizing a trip to Manchester, VT June 14-15 to coincide with a vintage hillclimb that is said to be the longest continually running motor sports event in the U.S. NELLI will also conduct a day event in conjunction with the Vintage Fall Festival at Lime Rock, CT on September 20. Information: Chris Tchoznicki, (617) 497-7777.

The Lotus Car Club of British Columbia will be staging its 1986 Pacific Rim Lotus Meet July 10-13 in connection with the Expo 86 World Exposition in Vancouver. Events will include a concours, rally, slalom and banquet. Information: Hugh McLellan, 644 Alpine Ct., North Vancouver, BC V7R 2L8, Canada, (604) 986-1757.

## LEFTOVER PARTS

Contrary to last issue's information, David Wickins is **still the chairman** of Group Lotus. Under British laws governing takeovers, the current board members do not have to step down for up to 90 days...The Corvette will reportedly get a **new V8** with a Lotus-developed, 32-valve head in 1988...The February 17th *Autoweek* ran the latest two-page ad spread by Lotus Performance Cars, the U.S. distributor. The March 3rd *Autoweek*, under the bold lead "Biting the hand that owns you", noted, in light of the GM takeover, the irony of the ad's headline: "Mass production will give you a Porsche or a Corvette. It will not give you a Lotus Turbo Esprit." Which, of course, is an irony in itself—called **biting the hand that feeds you**, at nearly \$5,500 for a black-and-white page...The Team Lotus Indy-car project, announced with fanfare early last year, was **quietly declared dead**, Lotus confirms—the victim of sponsorship and rules problems. However, the car itself—the Type 96—was recently displayed at a Paris race car show...And, speaking of dead Lotus projects, **add the Eminence**, the high-tech limo shown as a concept sketch in late 1984...**GM chairman Roger Smith** toured the Group Lotus factory and Team Lotus headquarters on January 27th...The Caterham Seven is adopting a **De Dion rear**...Wes Fredericks points to a nice mention the '86 Turbo Esprit got in the *Road & Track Sports and GT Guide*, also notes the magazine's testers were able to turn a **5.6-second 0-60** time on one of their runs, as part of an upcoming road test article...Has the Turbo Esprit become the car of choice among allegedly crooked Floridians? Last issue we mentioned the Miami vice cop who'd been arrested on drug charges after paying cash for one. This month's proud owner is a 23-year-old Merrill Lynch account executive who was arrested in connection with a **\$47 million shortfall** in a customer's account.

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**COVER:** Stirling Moss drove a Lotus 24 in the Palm Springs Vintage Grand Prix, but never in Formula One competition. The accident that ended his Grand Prix career came just about the time the Lotus 24 was being introduced. (Photo by John Zimmermann.)

## INFORMATION, PLEASE

I was very interested in the article on improving my five-speed 1974 Europa Special's detent mechanism (October 1984 *reMARQUE*). But I have found it impossible to locate the Renault fifth-gear indent plunger and spring. Two Renault dealers have told me that the parts (numbers 7700555416 and 7700527887) can not even be ordered any longer. If someone in the club knows of a source for the plunger, please let the rest of the club know. If someone has the plunger for the type 365-07 gearbox and could measure accurately the important dimensions and submit a sketch to the club, those of us with access to a lathe could machine up the part. I suppose an alternative would be to lower the external fifth-gear ramp instead of completely cutting it off.

This summer I plan on being a little more serious about autocrossing and I need to buy suitable tires. I would like to hear from some of the serious autocrossers in the club on what they think is the best tire for a Europa: for street, occasional autocross, and serious autocross/occasional street use. I suspect that the names Yokohama and Goodyear will come up, but are the Yoko-001s suitable for everyday duty? What about shaving depth? Are the -008s the hot set-up if you can't bear the thought of shaving good rubber off brand new tires? We can't really rely on magazine tire comparison tests, because the best performance tire for one car is not necessarily the best for your Lotus. Also, what is the optimal wheel and tire size? By going +1 or +2 in rim size you can fit a rather wide tire to the car, but I realize that, especially on such a lightweight car, it is possible to get too wide, at least for high speed stability and wet weather performance. I think that many members of the club, especially those who don't attend the monthly meetings, could use this kind of tire advice.

Next winter's project may be the Spyder chassis conversion, including the Type 47 rear suspension conversion. It sounds like a wonderful product, but I would like to hear from someone who has done the conversion before I make the investment.—David Roth, 917 Bayberry Lane, Kohler, WI 53044.

[Europa TC tech rep Lloyd Cayes has autocrossed his Lotus seriously—and well—for a decade. According to him, the Yoko -001R is stickier than anything else—by far. It's strictly a performance tire, but, because the Lotus is so light, it should last a long time on the street as well; a Lotus—properly aligned—does not wear through tires very quickly.

A six-inch rim would be no problem. In fact, says Lloyd, running -001Rs on six-inch rims, 185/60s on the front and 205/60s on the rear, should give close to optimum autocross performance and wear quite well on the street. For autocrossing, start with 32 psi in front and 36 psi rear, then adjust as necessary—probably downward. The optimum tire pressures for a given car will be affected by its shocks, springs and sway bar settings; generally, the stiffer the suspension, the less pressure required. Because the Lotus is so light, it should be autocrossed with the least pressure possible without running on the sidewalls more than one-quarter inch.

According to Lloyd, the -001R can be shaved to pick up even more performance, but it really does not need to be shaved to deliver good results.

Members are welcome to weigh in with their thoughts on autocross tires—and on the other questions Dave has raised.—Ed.]

Can anyone suggest a source for a Plus 2 wiring harness?—Bill Forehand, P.O. Box 1028, Greens Farm, CT 06436.

## ELITE/ECLAT REPLACEMENT PARTS

The following items may be of use to owners of Elite/Eclat model cars and others powered by 907-series engines. This information was obtained during my resurrection of a 1974 Elite with a five-speed, air conditioning and no smog pump.

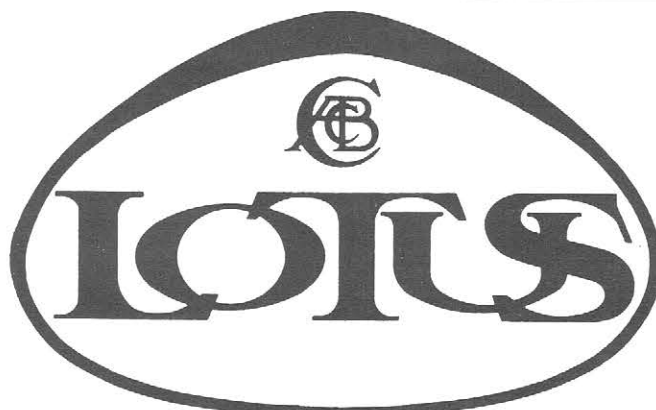
Valve adjustment shims replacing Lotus part(s) A026E-61/62...: Triumph TR-7 (a limitation is that these are available in range .090"-.120"); SAAB, range .070"-.120".

(See REPLACEMENT PARTS, page 6)

## Latest Lotus Logo: Take 2

Three sources interviewed for last issue's story on the GM takeover declared that the company would be readopting the old Lotus logo, as a symbol of its continuing independent status within GM and the innovative spirit of its founder, Colin Chapman. As it turns out, all the traditionalists started rejoicing prematurely. What they meant to say was that the old ACBC monogram would be added to the current logo for all corporate purposes, as has already been done on the non-U.S. Lotus car badges. (The U.S.-bound cars have never stopped using the "old" green-triangle-in-a-yellow-circle logo.)

This brings to mind an anecdote about Colin Chapman—source unknown, veracity unchecked, perhaps garbled in the recall, but appropriate nonetheless: It seems, in productionizing the original Elite, that Chapman and his colleagues were faced with having to find two additional inches of headroom. But they couldn't drop the floor pan that much—and they couldn't raise the roofline that much, either. So one of the engineers suggested adjusting each



one inch. "Hell, no!" exploded Chapman. "That's a bloody compromise!"

What would ACBC have thought of the latest Lotus logo?

## GM INCREASES GROUP LOTUS STAKE

Following the January 22nd announcement that General Motors had acquired 58% of Group Lotus, the giant American automaker has moved ahead with its declared intention to acquire as many of the remaining Lotus shares as possible. But GM apparently will not be able to achieve its goal of 100% ownership, at least in the near term.

GM was able to increase its Lotus stake to 61.4% by the time the planned tender offer for £1.29-1/2 per share was formalized on February 14th. But, according to Lotus spokesman Don McLauchlan, only 64% of the publicly owned shares had been tendered by the original March 7th deadline, and the offer is being extended.

Toyota, also, has decided to retain its 21% shareholding, after deliberating the matter for several weeks. Toyota is a significant R&D customer of Lotus's, and in March 1983 advanced Lotus £390,000 on an engineering services contract when the company was within two weeks of running out of cash. Toyota also invested £1.16 million for 2,900,000 Lotus shares in July 1983, as part of the refinancing effort that saved the company, and was given a seat on the Lotus board. Toyota subsequently increased its stake by five percent.

Despite Toyota's significant role in reviving Group Lotus's fortunes, it was kept completely in the dark about the negotiations with GM that led to the takeover agreement. According to Group Lotus deputy chairman Alan Curtis, GM was one of three companies Lotus had discussions with, once another firm broached the possibility of a buyout last November—but, apparently, Toyota was not even given the opportunity to make a bid. Toyota's representative on the board abstained from endorsing the GM offer, and the Japanese company gave no initial indication as to whether or not it would tender its shares. Having decided to retain its interest, Toyota will keep its seat on the Lotus board.

Lotus officials continue to be ebullient about how the company's prospects will be enhanced with the backing of its giant patron. (GM's 1985 revenue of \$96.4 billion allowed it to overtake Exxon as the world's largest corporation; put another way, a total buyout of Lotus will cost GM about three hours of revenue, or three days of earnings.) According to the *New York Times*, CEO Mike Kimberley is aiming for sales of \$85 million by 1990, including 60-70% annual growth in its consulting business.

How well Lotus will be able to attract or retain R&D clientele under GM ownership is an open question, notwithstanding its much publicized retention of operating independence. No new GM management personnel will be posted to Hethel, GM won't even require monthly reports, Lotus will report to Detroit through one man (presumably Robert J. Eaton, GM's vice president of advanced engineering), and GM and Lotus have a signed agreement to respect client confidentiality. But even that might not be enough. While Lotus has signed three new clients since the takeover announcement, it may well have already lost at least one—a big one.

"I don't see why Chrysler should be concerned," said Kimberley immediately after the takeover announcement. "Chrysler is a very professional company and knows that Lotus will respect its confidentiality." But reports are already surfacing that Chrysler has decided not to continue its R&D relationship with Lotus once its current contracts expire. Those contracts include work on four-wheel-drive systems, active suspension, and productionizing the Shelby-Herrmann 16-valve

head for the Trenton 2.2-liter engine with a view to using it on a range of Chrysler cars beginning with the 1988 model year.

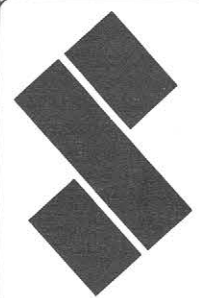
GM currently accounts for half of the \$45 million in R&D work Lotus has already contracted for over the next four years, and future plans include farming out to Lotus work that is too cumbersome or expensive to do in-house.

While noting the company's optimistic prospects for its R&D business, Kimberley also underscored the company's continued commitment to building cars. The car side of the business has been basically breakeven, but Kimberley expects that to change once the X100 begins production next year. In light of the GM takeover, the X100, along with all other Lotus products under development, is being reevaluated over the next two to three months. The often-delayed X100, as a result, is likely to be delayed further. The model, originally targeted for 1985, of late had been projected for unveiling this fall and shipment early next year; the car now reportedly will not be shipped before mid-1987. When it is unveiled, the X100 will not look like the pictures purportedly of it that recently ran in *Autoweek*, which were actually of an Excel test bed.

"We need another model," says Wes Fredericks, chairman of the U.S. Lotus distributor, Lotus Performance Cars. LPC has had only the Turbo Esprit to sell since it began importing cars in June 1983. While sales have been encouraging, LPC's original business plan contemplated having the latest normally aspirated Esprit as a lower-priced alternative to the Turbo, which currently retails for nearly \$55,000. That model is still not available here, and certifying the Excel for the U.S. is still not considered economically viable. But, when asked if he figured to be stuck with selling just one model until the X100 is shipped, Fredericks said, "We certainly will see more product here from Lotus than we would have without GM's involvement."

Lotus, Ltd. member Carl Sarro, who is also editor of the Lotus Corps newsletter *Lotus Notus*, probably reflected the wait-and-see attitude of many enthusiasts when he wrote, "It is interesting (or frightening) to contemplate the possibilities of this GM/Lotus combination. We could see Corvettes with the ... Lotus twin cam V-8 engine, or a turbocharged Lotus 907 engine in the Fiero, or fiberglass-bodied econocars, much like the original Elite. OR: We might see great flaming chicken decals on Esprits, fake hood scoops and side pipes on Excels, or a new line of Lotus cars that look a lot like Cavaliers, or Novas, or whatever."

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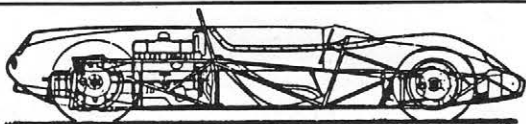
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(MOSS, from page 1)

One of those occasions was at Spa, Belgium in 1960. Stirling lost the rear wheel of his Lotus 18 at 140 mph in a corner. He broke his back, ribs and jaw and had several other injuries. I asked him how Chapman reacted to accidents like these. Did he try to find out what had caused the crash? What was his concern for the drivers?

"Well, I was in hospital for three days in Spa, and for several weeks after that, but Colin did not come to see me. He just wasn't that kind of chap." Stirling paused for a moment, and his eyes twinkled mischievously. "Perhaps he was afraid of what we all might say to him. I wasn't the only one, you know. Trevor Taylor was there, too! He'd got several of us around that time."

Ironically, the crash that almost cost him his life may not have been due to a mechanical failure, despite the fact that there was much speculation at the time that the steering wheel may have come off in his hands. Stirling's racing career ended on Easter Sunday, 1962 at Goodwood, England. He was driving a UDT/Laystall-entered Lotus 21 borrowed from Rob Walker Racing. The car was a Walker special, modified to take the Coventry Climax V-8 engine. Rob Walker recalled that day for *LOTUS reMARQUE* in a 1979 interview:

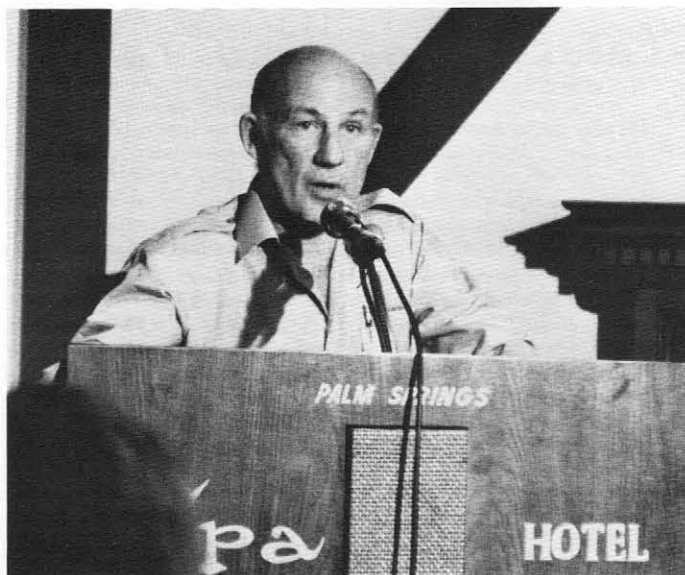
"I wanted Stirling to come to Pau, but he said, 'No, I must go before my British public at Goodwood.' So I said, 'Alright, I'm going down to Pau because I think it's good practice for Monaco.' And so I went with Trintignant, and he won the race. At prizegiving they came up to me and said, 'How's Stirling?' And I said, 'As far as I know he's fine, why?' And so they said, 'Haven't you heard? He's had the most terrible crash at Goodwood.'"

The accident occurred on lap 35. Moss was three laps down after pitting with gear selector problems on lap 9. The crash is described in Doug Nye's book, *The Story of Lotus*:

*"The pale green Lotus was charging hard after Hill's BRM as Stirling prepared to unlap himself at least once, and he went through the 120 mph Fordwater curve on line, closing on the BRM into the right-hander entering St. Mary's corner. He changed down to fourth, drew almost abreast of the BRM, and then went straight off the course, bounding across rutted grass for almost 60 yards before plunging head-on into the bank at scarcely diminished speed.*

*It was inexplicable that Moss should apparently have done nothing to avoid or lessen the impact. The car folded itself into a maze of crushed tubing and punctured oil and fuel tanks, and rescuers took half an hour to cut the unfortunate driver free. He was taken to hospital with extensive head injuries and damaged shoulders, knees and ribs. Although his life was in the balance for several days Stirling Moss survived, but he had driven his last race..."*

I asked Stirling about the crash, if he had ever found out what really caused it. "Not to this day," he replied. "It may have been the car, or it might have been driver error. As I came up behind Graham Hill he raised his hand, I'm told, perhaps to wave to someone in the crowd. It's possible that I interpreted this as a signal to pass. As I came alongside, he closed the door on me. I have no recollection of the moments before the crash, so I really don't know what happened; probably never will."



Stirling Moss meets the press in Palm Springs.

Bernie Crowe

Stirling spoke without rancor or bitterness about the moment that almost ended his life, in a manner that seemed to me characteristic of this man whom many regard as one of the greatest race drivers of all time. Yet it was another aspect of his character that left the strongest impression—his typically British dry sense of humor.

At the start of the press conference all the guys were giving Denise McCluggage a hard time about passing while under the black flag. Earlier I overheard her telling Innes Ireland that she honored the flag until she got passed by Gurney, Hill and Moss, then she thought, "The hell with you guys," and passed 'em right back—and got DQ'd for it. Apparently she'd gotten tired of telling the story, and at the press conference she told Phil Hill simply, "Hey, look, my philosophy is, if you see a hole, stick it in!" From the back of the table, Stirling said quietly, "What an absolutely splendid philosophy!" and was greeted by howls of laughter from the guys.

Later I asked Stirling how he felt about Colin Chapman as a person, and his reply indicated that their relationship left something to be desired.

"Don't misunderstand me," he said. "I had a lot of respect and admiration for Chapman. But he was a very strange bloke, not somebody that was easy to be a personal friend with, and didn't have much of a sense of humor. I remember one time I was given a birthday party, and they presented me with a cake with a model of a Lotus on top. When I cut into it, the rear wheel fell off, and I picked it up and said, 'Here, give this to Colin.' He didn't think it was at all funny."

The twinkle in Stirling's eye showed that he still thinks it's funny—and spoke worlds about his zest for life, a life he's living on a second chance.

—Bernie Crowe



When Moss piloted a Type 18 to victory in the 1960 Monaco GP, it was the first Formula One win for a Lotus—but he was driving for the independent Rob Walker Racing team, not Colin Chapman's factory Team Lotus.

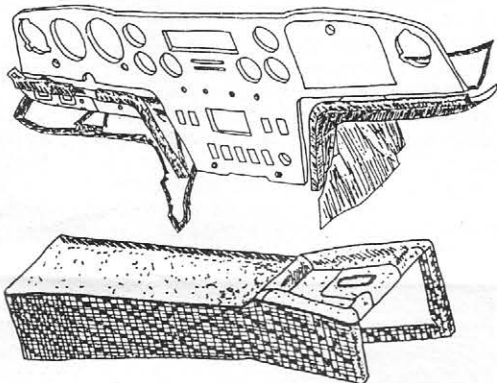
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(LOTUS 98T, from page 1)

Grands Prix these days is, to a large degree, an economy run, requiring an engine that delivers the needed horsepower without using more than the allotted fuel. This year the limit will be 195 liters, 15 less than in 1985, again with no fuel stops allowed.

For the past two seasons, McLaren's TAG-Porsche engine has been significantly more efficient than its competitors'. It has not been the most powerful engine at qualifying boost, but the power and efficiency of its race-boost performance have enabled McLaren to dominate Formula One. Its computer-controlled electronic fuel management system has been a significant factor in maintaining this advantage, while other engine manufacturers have been left scrambling to catch up.

Unlike Brabham with BMW, Williams with Honda or McLaren with TAG-Porsche, Lotus pays for its Renault engines—reportedly £1 million pounds a year, under a contract that runs through 1987. Nevertheless, when the Renault factory team pulled out of Formula One at the end of last season, observers speculated that there might well be a slackening of support to teams using its engine—or that the engine program might disappear along with the race team. Neither has proven to be the case. During the offseason, Renault announced that it had reworked the power curve on its 1985 engine to give better efficiency, and the 98T sports a new, Lotus-designed six-speed gearbox to make better use of the updated performance characteristics.

But something more has been afoot. Word has recently leaked out about a new Renault engine that incorporates a compressed-air cycle in place of conventional valve springs. The result reportedly is a lighter unit with improved reliability that can be cranked up to 13,000 rpm. It should be available by the start of the season.

With the 97T already a top-flight chassis, there has really been not much more that Ducarouge could do, and the 98T shows very little change over last year's car. The lower fuel capacity limit has allowed a smaller, stronger carbon fiber/aluminum honeycomb composite chassis to be produced. The front and rear suspension geometries have been refined. The lower chassis height behind the driver's head has allowed the fuel management computer and "black box" recorder to be relocated there for easier access and reduced wiring complexity. An additional computer gives the driver an instant readout of his fuel status during the race. The one-piece body top now lifts off all the way down to undertray line. And, except for detail revisions to the brake ducting, the aerodynamics are virtually unchanged.

One significant change is in the cockpit, where British Formula Three driver Johnny Dumfries was recently named to take the number two seat. The announcement brought to an end a behind-the-scenes soap opera that lasted all winter and provided plenty of embarrassment to team manager Peter Warr. When Elio De Angelis refused demotion to number-two status behind Ayrton Senna and left to join Brabham after last season, Warr's first choice to fill the seat was British Formula One veteran Derek Warwick. But Senna, who is currently—and deservedly—one of the hottest driving properties in Formula One, vetoed the choice, and threatened to quit the team if Warwick were signed. It was only after weeks of unfruitful efforts to dissuade Senna that Dumfries was given the ride, leaving Warr to put the best face possible on the situation.

"We would be acting against the interest of the team if we went against the wishes of a driver of Ayrton's caliber," Warr said at the news conference announcing Dumfries. "It wasn't just Ayrton saying no to Derek, he was saying no to any established driver." Warr noted that Warwick had turned down the Lotus drive in favor of Renault two years ago, adding, "If he had signed with us then, he would have been in the position to veto Senna now."

As Mario Andretti puts it, racing is a selfish business.

Ayrton Senna is undoubtedly quick—quick in the same sense Ronnie Peterson was quick. And that is very quick indeed. But Ronnie Peterson never won a world championship. And, however much the press and the public focus on the faces in the cockpit, it's Renault's performance—even more than Ayrton Senna's—that will determine how strongly Lotus challenges for the title this year.

## REMOTE MOUNT OIL FILTER RECOMMENDATIONS

A while back, I wrote an article on Accusump installation in a Europa TC (April 1985 *reMARQUE*). In it I suggested that, if you change the oil system to incorporate a remotely mounted oil filter, the Fram HP1 and PH8a were good choices because they are large can filters and, in the case of the HP1, it has a high-performance reputation. After doing a little research into the filter specs, I must change my recommendation.

The thing that is wrong with both the HP1 and PH8a is that they both have bypass relief valve settings that are rather low, around 10 psi. This means that if there is more than a 10 psi pressure differential across the filter, the filter bypass opens up, at which point the dirt from the dirty side of the filter may bypass the filter and enter the engine. All those miles of diligently filtering oil through a 15-micron (nominal) element gone for naught! According to the folks at Mecca (the makers of the Accusump and other oil system accessories), this commonly happens on cold start-ups and cold-oil rapid acceleration. Since it is almost impossible to badly clog up an oil filter unless your crankcase is sabotaged or you never change your oil, I believe it is safe to run a non-bypass filter in your Lotus. In our engine lab at Kohler, we have seen this demonstrated under very severe conditions.

The following filters will fit the common remote mounts that accept the Fram PH8a and the stock spin-on size filter (PH2870a). They also all have a 15-micron nominal paper element (the finest available for automotive) and all are rated at the lowest pressure drop among Fram's automotive filters:

<u>filter</u>	<u>relief</u>	<u>comments</u>
Ph2870a	28-36 psi	std. for twincam
Ph2850	none	large can
Ph3639	none	large can 5½ inches long
Ph3651a	none	short & stout can
HP1	7-9 psi	
Ph8a	8-10 psi	

—David Roth

## PARTS & TECH

**Checking valves.** After doing engine work, such as rebuilding a water pump or replacing a timing chain, Chris Tchorznicki strongly recommends that a check be made to assure the valves are not contacting the pistons. Before reconnecting the battery—which, of course, you did disconnect (Didn't you?)—the engine should be rotated at least 360 degrees by hand. This can be done by placing a socket on the crank shaft pulley nut. Any valves contacting pistons will produce some resistance and indicate that you have made a technical error.

#### *(REPLACEMENT PARTS, from page 2)*

Air filter element for Stromberg carburetor-equipped engines replacing Lotus part A907E6182ZH: MANN C-4368; Lucas F 9164; Beck 042-0976; VERA 11-01509; GEON 48-0358-9; FRAM CA 3166; World Parts W27-606. Applications: Jaguar XK-E, 4.2, 1970-71; Jaguar XJ-6, 1970-78; Triumph TR-7, 1977-78; Triumph Stag, 1970-73.

Distributor shaft O-ring seal replacing Lotus part A007E6251HC is Lucas 188639, approx. cost 35¢.

Fuel pump replacing Lucas/Lotus part C075L6002F is Stewart Warner 12V235A.

Rear window gas struts replacing Lotus part A075U0433Z: SUSPA Inc., 3970 Roger B. Chaffee Dr., Grand Rapids, MI 49508, (616) 531-9600. Part S-2274-2; 16-2-210-160-A27-B27.

Rear and side window (fixed) sealing mastik, replacing Lotus part B075B60082D; "Solbit." 3M window sealer, "Ribbon Weld," part 08612, 3/8".

Transmission (5-speed, early) back-up light switch, replacing Lotus part 36M6304 is Lucas 35745.

Starter replacing Lotus A907E6179WC is Lucas S3116; brushes are Lucas 54246258; drive is Lucas 54249032; solenoid is Lucas 76876.

Radiator cap replacing Lotus part A075K60042F (10 lb.) is Big A part SP-22, 14 lb.

Transmission (5-speed, early) tail shaft seal replacing Lotus part 075F6010 is Ford (U.K./U.S.A.?) 72GG7657AA.

Door key blanks: Taylor F72W

Distributor parts: points replacing Lotus A907E6206ZJ are Lucas CS-1; condensor replacing Lotus part A907E6207ZC is Lucas C1.

Paint formulas for enamel, no lacquer available, from Rinstead and Mason (R-M), Detroit, MI. Call 1-800-521-2888, ask for formula department.

Horn replacing Lotus part A075M6062/3Z is VW Beetle part 111951113A (Hella, part 3AL002952-112). Approx list is \$9.15. This unit will bolt to the Lotus bracket and wires will connect perfectly.

Oil filter element replacing Lotus part A907E6000WH is WIX 51342; Crosland (U.K. mfg.) 529; or, almost any full flow element which will fit in this somewhat restricted space.

Spark Plugs: Champion N9YC, Bosch Platinum WR7DP, or other brands of the proper heat range.

Body side molding protective/decorative strips: black plastic replacing Lotus part B076U600SF is Precision Trim part 1024-11, 24-ft. roll, 2 rolls reqd./car, from Precision Products, P.O. Box 664, Boaz, AL 35957.

One-way valve in vacuum lines for A/C and headlights replacing Lotus part A075U0561Z is Motorcraft (Ford) part YG34DS0Z19Af63-A.

Headlight solenoids replacing Lotus part B050M6210Z is a Dave Bean Engineering, U.S.-manufactured part 75M6200AM. It is manufactured by Mead Specialties Co., 4114 N. Knox Ave., Chicago, IL (part MB3322S15 12VDC).

Radiator fan motors & fans replacing Lotus parts A074M6027ZH and A036K0079ZE with late-1970s VW Rabbit/Audi Fox fans, blades & 3-leg mounting brackets. Good, used units available, \$35-45 ea. Remove these items from steel shroud and spot-weld the 3-leg bracket to the Lotus/Smiths shroud. Result is a much greater volume of air through the A/C condensor and radiator core.

Plastic anchors for rear seat mounting screws can be replaced with various oversize anchors whose prime application is U.S. headlight adjustment, a headlamp bezel nut.

Master cylinder rebuild kit is Girling SP2769-2.

Alternator (Chrysler) belt replaces Lotus part A907E6223ZF is Good-year 13411 or Dayco 15410. A/C belt replacement is Dayco 17315.

A/C dryer replacing Lotus part A075P6008Z is Parker 4E82.

And a final note: Cars with alloy wheels and alloy lug nuts **MUST** have the mating surface between lug nut and wheel lubricated with anti-seize compound or corrosion will "weld" the two together!

—Donald A. Bartlett

*[We'd like to see this kind of input from more members.—Ed.]*

## THE LOTUS DOCTOR

**Q:** The shocks and springs on my 1967 Elan S3 need replacing, and my inclination is to get "similar-to-original" stuff. I only use the car for commuting, and I'm not particularly interested in going with something performance-oriented. However, I keep seeing advertisements for such items as gas-filled shocks, which supposedly improve performance and provide a good ride. Is there a shock/spring combination which is commonly accepted as offering the best value, along with a good ride?

**A:** According to Dave Painter, you should stay with original-spec springs if you don't want to change the performance characteristics of your car. For your kind of driving, all of the regularly available brands of shocks should give you just about the same result. As for gas-filled shocks, Dave says that they probably wouldn't provide you with much of an advantage, and, depending on the car, they might increase the ride height. Unless you are doing a lot of running on rough surfaces, they probably wouldn't make much difference to you, except for a bigger dent in your pocketbook.

## UNABASHED GUIDE TO AUTOMOTIVE CLASSIFIEDS

### What the ad says:

Only a few left  
Unique  
Rare classic

Limited production  
Limited edition  
Collector's item

Stored five years  
Stored indoors  
Never registered

Never driven in rain  
Never driven in snow  
Never raced or wrecked

Unrestored  
Ready for restoration  
Restored from frame up

Mint condition  
Immaculate condition  
Concours condition

Solid body  
Many new parts  
All available extras

Completely original  
Burns no oil

Needs work  
No time to complete

Firm price  
Asking price  
Must sell

Superb investment  
Bound to appreciate

### What it really means:

Like the '71 Vega  
Factory gave up quickly  
Nobody wanted it new

Only 50,000 made  
Only 10,000 made  
Anonymous, faceless and worthless

Engine blew when new  
Stolen and stripped  
Lost title

Won't start when wet  
Won't start when cold  
Two of the three greatest lies

Weeds growing in the frame  
Junkyard turned it down  
Twenty minutes and a can of Krylon

Painted over all the rust  
Also washed it  
Also waxed it

The doors are rusted shut  
The old ones keep falling off  
\$50 worth of K-Mart goodies

Burns lots of oil  
Leaks out too fast

Won't run  
Parts don't exist

Divide by two  
Divide by four  
About to be repossessed

Losing my shirt  
Worthless now

—Glenn Davis

## CLASSIFIED

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**FOR SALE:** 1978 Esprit, red/tan, 27,000 mi. Perfect condition. Gottis, Goodyears, lowered, safety brakes, tinted windows, aluminum flywheel, custom stereo/speakers/antenna, adjustable rear links, blacked-out chrome. New brakes, clutch, motor mounts, belts, water pump, bushings, more. 1.5 sec. faster than stock 0-60. Garaged and covered, never in rain. Business forces sale. Best offer. Lee Williams, (415) 689-0145, (415) 842-0125 work.

**FOR SALE:** 1966 Lotus Cortina project car. No longer have time to restore. Lots of new and used parts, spare engine parts. Engine, drivetrain and brakes rebuilt. New interior not complete and apart. Needs paint. \$2,500. John Walker, Star Rt. 63, Box 220, Guntersville, AL 35976, (205) 582-3395.

**FOR SALE:** One small-valve head, complete less cams; one damaged big-valve head, repairable, with crossover pipes, intermediate manifold; two Stromberg air boxes, ribbed valve cover, exhaust header with machined aluminum spacers for replacement of intermediate manifold, two Stromberg carbs, head bolts and hardware. \$650 for all items. Also Europa front bumper, \$75; used front springs and shocks, \$50; oil cooler seal, \$50; driver's door rubber molding, \$25; center seat sections for S1, \$100/pair. Richard Dudek, 221 Susquehanna Ave., Lincoln Park, NJ 07035, (201) 694-9014, 6:30-8 A.M. and after 9 P.M. EST.

**FOR SALE:** 1963 Elan S1 convertible, RHD, 1650cc twin cam with "tall block" conversion. Twin Weber 40DCOE's, aluminum flywheel. New seats, dash, door panels, gauges, tonneau, shift knob, Momo Veloce steering wheel. Spyder solid half shafts, Aeroquip stainless steel brake lines. Panasport alloys with Pirelli P6 225/60 x 13 rear and 185/60 front tires. Flares and molded-in front bumper. Fast, excellent condition. \$8,200. Scott Berryman, P.O. Box 540, East Lake Shore, Big Fork, MT 59911, (406) 837-4243 weekends.

**FOR SALE:** 1967 Elan S3 S/E DHC, body completely disassembled, chassis untouched, K/O wheels with good Michelins, no engine or trans. Many new body parts, including tinted windscreen, door, trunk hinges, bumper. Too good to part out, must sell. \$2,000 O.N.O. Michael, (904) 372-6137.

**FOR SALE:** Ford Cosworth BDA, 1600cc, ex-Formula Atlantic engine, solid, never fired after overhaul, detuned with lower compression ratio and rallye cams, no ancillaries. Megahorsepower. \$3,500. Michael, (904) 372-6137.

**FOR SALE/TRADE:** 1978 Esprit S2, white with tan leather, 32,500 mi., excellent condition. \$16,500 or may accept Europa Special plus cash as trade. Prefer BDA or other high-performance engine setup, but will consider others. John Rowell, (208) 342-1142.

**FOR SALE:** Parts from 1980 Esprit S2, front and rear end never damaged. 5-speed transaxle, other miscellaneous glass and engine parts. Jim, (305) 279-4122.

**FOR SALE/TRADE:** Lola T440 FF, excellent condition, magnesium Minilites, mounted rains, 9 gearsets, 3 noses, current SCCA logbook. \$2,750 as roller, \$3,995 with fresh uprated engine, consider trade for Mk. I Cortina Lotus or GT. Jim Harayda, (612) 888-2174.

**FOR SALE:** Europa S2 wiring diagram, 2' x 3'. Great for rewiring, color coding, framing. \$8. Brian LaMoure, 815 North Benton, Helena, MT 59601.

**FOR SALE:** 1967 Elan S3 SE FHC. RHD. New paint, interior, Spyder Engineering tubular steel nickel-plated wishbones and A-arms, Spax adjustables, new Pirellis, Panasport "Minilites" (plus original steel wheels), new front rotors, all pads, alloy fuel tank, electric fuel pump, doughnuts, new starter, generator, K&N's, halogens, air horns, plus all original parts, many spares and original "Chapman"-inscribed steering wheel. Lovely example. Allen Weiss, 520 North East St., Raleigh, NC 27604, (919) 832-0250.

**FOR SALE:** 1978 Esprit, excellent condition, white with black trim, black leather interior, stereo, beautifully detailed engine with Dellorto carbs, braided lines with Earls fittings, heatproofed and weatherproofed electricals, Lumination electronic ignition. Custom \$800 alarm system with glass, shock, car cover sensors, remote activation and offensive deterrent. All engine compartment rubber belts, mounts and hoses less than one year old, many other performance and cosmetic refinements. Runs cool and strong with no driveability problems, California registered and certified, 37,000 mi., all receipts last two years. \$18,000. Kevin Coughlan, (213) 306-3262 home, (818) 367-0111 x2205 work.

**FOR SALE:** Wrecked 1969 Europa parts car. Engine apart, no title, has Cosmos mags and four new radial tires. Many good parts. \$600. John, (904) 893-5249.

**FOR SALE:** Elite/Eclat new 2.2 front spoiler and Excel rear wing, \$190 ea.; European distributor and Lumination kit, \$90 ea.; one set of E cams, \$150. Also have rotors and calipers for 13-inch wheels and manual steering rack, like-new condition. New set of Dellorto carbs, complete with manifold, gaskets, nuts, throttle cable, etc., \$500. Also have access to complete nose for Elite/Eclat. Rich Longo, (718) 748-3758.

**FOR SALE:** 1969 Europa S2. Car was in the process of being restored when put in storage 10 years ago. Includes two complete motors (one with less than 20,000 mi. from a wrecked '71) and transaxles. Law school forces sale. \$2,500. Lonnie Braxton, 95 Willetts Ave., New London, CT 06320.

**FOR SALE:** Europa nose, rear clip, front bonnet, rear deck, driver's door. Lonnie Braxton, 95 Willetts Ave., New London, CT 06320.

**FOR SALE:** Lucas Sport coil, screw cap, ripped insulator, \$19; standard Lucas coil, \$10 with bracket; British AC-Delco coil, std. J-H issue, \$10 with bracket. (Coils like-new cond.) Lucas (Smiths) 30A charging indicator (gauge), removed from working Europa, asking \$60; Competition seat belt eye-bolts, correct thread and diameter to screw directly into Europa belt mounts (probably fit any Lotus stock mounts), includes threaded mounting plates for non-stock installations, new from England, \$10/pair or \$18/4. Front twin cam crank pulley, used, \$15; stock Europa/Elan/J-H gas caps, like new, \$35 ea.; front side marker lamp bezels from Europa TC, used, good condition, \$5 ea. or \$8/both; original "clear hooters—England" Europa horn, works fine, \$10 with bracket; twin cam heater control valves, like new, \$12; Europa TC alternator drive pulley (intake cam pulley), like new, asking \$25. All prices negotiable, shipping is extra. R. Neil Ferguson, 11241 McCree Rd., Dallas, TX 75238, (214) 341-4177 anytime—leave message.

**FOR SALE:** John Player GP of Europe posters—1983 Brands Hatch, 20" x 27", features Elio, \$30; 1984, 12" x 8", \$20; black logo key fob, \$6; green/yellow Lotus logo lapel pin, \$4; JPS wall magnets, black with gold JPS logo and "John Player Special" in gold under logo, 3" x 4", \$4 ea. or \$10/3; empty JPS 50's cigarette cylinders, \$3 ea. or \$8/3. All prices negotiable, shipping extra. R. Neil Ferguson, 11241 McCree Rd., Dallas, TX 75238, (214) 341-4177 anytime—leave message.

**FOR SALE:** For Elan S3 and S4—repairable gas tank, needs minor welding, \$30; '71 S4 standard Stromberg head with S2 cams, valves, springs in good condition, \$200; '72 big valve Stromberg head, done by Lotus Racing West for street use, ported and polished, big valve springs, valves, cams, 300 mi. on head, ready to bolt on, European-spec Strombergs rebuilt with European-spec distributor, secondaries out, air box, \$600 complete; fiberglass left wheel arch for stock S4, from Bean in new condition, had to buy set to rebuild one side, \$50; two S3/S4 radiators with electric fans and hardware, no leaks, good condition, \$50 ea. complete; four hex head US-type knock-offs, good condition, \$50 for all 4; three new rototex Sprint-type donuts, \$15 ea.; S3/S4-type wood dash, original, good condition, with graphics, \$100 or exchange for yours and \$50; new veneer over stock S3/S4-type dash, marine adhesive, varnished, hand-rubbed, no graphics, \$300 or exchange for yours and \$175; standard tachometer, excellent condition, negative ground, \$80. 1600cc Ford Pinto motor, excellent condition, minus intake and carburetor, was to be used with following parts for killer turbocharged motor: four Aries pistons, 6.5:1 compression ratio for turbo use, hardened, balanced, lightweight, new; Iskenderian cam, for turbo use and duration, including dual valve springs seals, retainers hardened, lifters, new; Rayjay turbocharger for Pinto 1600cc motor, complete with all plumbing, new. Will consider trading above items for comparable Lotus parts, such as four 5.5 Plus 2 knockoff rims, flat hood or Seven wind-shield frame, glass, hood, hub caps and rear sway bars. Tim Oei, 241 Rowayton Ave., Rowayton, CT 06853, (203) 866-2470.

**FOR SALE:** Elan S2 roadster, body and mechanicals good, interior and paint poor. Has close-ratio gearbox, 3.90 rear end. Weber head engine runs well, radiator and some trim parts missing. \$2,900, or \$2,000 less engine. Will consider parting out. Make offer, must sell. Paul Belluomini, (412) 832-7073 after 3 P.M. EST.

**FOR SALE:** 1967 Elan Plus 2, RHD, chassis #650. Bahama yellow, very nice condition, 91,000 mi. \$5,500. Mark, (703) 548-3138.

**FOR SALE:** 1978 Esprit S1, original yellow paint and brown cloth interior, A/C, 11,500 mi. Garage kept, excellent condition. \$16,500. O.B.O. Brent Smith, Video Ventures, Say, OK 74346, (918) 253-8546.

**FOR SALE:** Elan coupe, low miles, excellent condition, many quality parts and updates, in storage many years, best offer. Also selling steering rack, 4-speed trans, chrome side moldings under doors. Steve, (718) 445-0749.

**FOR SALE:** 1978 Esprit, 22,000 mi., all leather interior, superb condition. \$15,500. Cheryl, (818) 915-1224.

**FOR SALE:** 1973 Europa Special, 5-speed, black/black, Koni shocks, stainless exhaust with headers, new Panasports with Bridgestones, no miles on complete top end rebuild, new valves and springs with bronze guides. Also Elan S3 trunk lid and rear bumper in good condition. Jamie Caswell, 4141 Glenn Ayr Ave., Niagara Falls, Ontario L2E 6K1, Canada, (416) 356-1641 or (416) 356-7715.

**FOR SALE:** Lotus Seven S2 parts—9-inch wide rear fenders, \$75/pair; complete strengthened rear axle with 4:11 gears, \$200; rebuilt drive shaft, \$75; four P6 tires, 185-60 x 13, \$100/set. Dick Elste, (412) 741-9499 home, (412) 775-2227 work.

**WANTED:** Cam cover for Europa TC with just the word "Lotus" at the top, the cover used on European Europas. Will buy outright or exchange for big valve cam. Don Moy, 6033 N. Sheridan Rd., Chicago, IL 60660, (312) 334-2174.

**FOR SALE:** New Spyder goodies for any Elan—front suspension conversion kit, including Konis with vanadium springs, rebuilt hubs with rechromed 3-ear spinners, \$590; rear suspension double wishbone conversion kit, including discs, rebuilt calipers and hubs with rechromed 3-ear spinners, \$1,405; driveshaft conversion kit, including outer driveshafts, \$545. For Plus 2 only—spaceframe chassis, including galv sill members kit, plumbing, \$1,065. All for \$3,300, all less chassis kit for \$2,400. Save over \$1,100 from 1985 price, customs and freight. Peter Saitta, 1775 Barcelona Ave., San Jose, CA 95124, (408) 266-0116.

**FOR SALE:** 1974 Europa TC, 35,000 mi., very good condition, fresh 5-speed plus two spare 4-speed transaxles. New battery, tires, brakes, Spax shocks, car cover, more. Motor completely, professionally rebuilt. Have factory manual and receipts for all labor and parts. Drew Zacharias, (714) 682-3010.

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**FOR SALE:** 1970 Europa, new Konis, new lacquer, alloy wheels. Less than 1,500 mi. on totally rebuilt engine. Car in excellent condition. \$5,400. Jacques Smith, (301) 972-0499.

**WANTED:** For 1969 Elan Plus 2—headliner retaining hoops, trunk release cable, rear view mirror, on/off dashboard switch, interior light lens. George, P.O. Box 583, Lawrence, MA 01842.

**FOR SALE:** Parting out 1971 Europa S2, hit in front—body and frame, \$500; seats, \$75 ea.; front and rear suspension, engine parts, transaxle, \$300. Many parts available. Hayes Harris, 311 N.W. 11th St., Delray Beach, FL 33444, (305) 272-3171.

**FOR SALE/TRADE:** 1978 Esprit S2, 31,000 mi., white with tan leather interior, excellent condition. \$17,750 or trade for Europa Special (prefer 5-speed) plus cash. John Rowell, (208) 342-1142.

**WANTED:** For Lotus Seven S4—aluminum bellhousing, magnesium differential carrier, close-ratio gear set (2.51 first gear) for Corsair 2000 gearbox. Ron Flier, 11 Algonquin Wood, Glendale, MO 63122, (314) 982-2561 work, (314) 968-9166 home.

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