



Front Drive: Lotus into the Future

In a banquet speech at the Sixth Annual Lotus, Ltd. Owners Gathering in Plymouth, Vermont, Robert J. Eaton, group vice president of General Motors and recently-appointed deputy chairman of Group Lotus, told how the GM buyout came about, and reaffirmed Lotus' commitment to building unique enthusiast cars under its new ownership. He also shed some light on what the Lotus model range is likely to look like in the coming years.

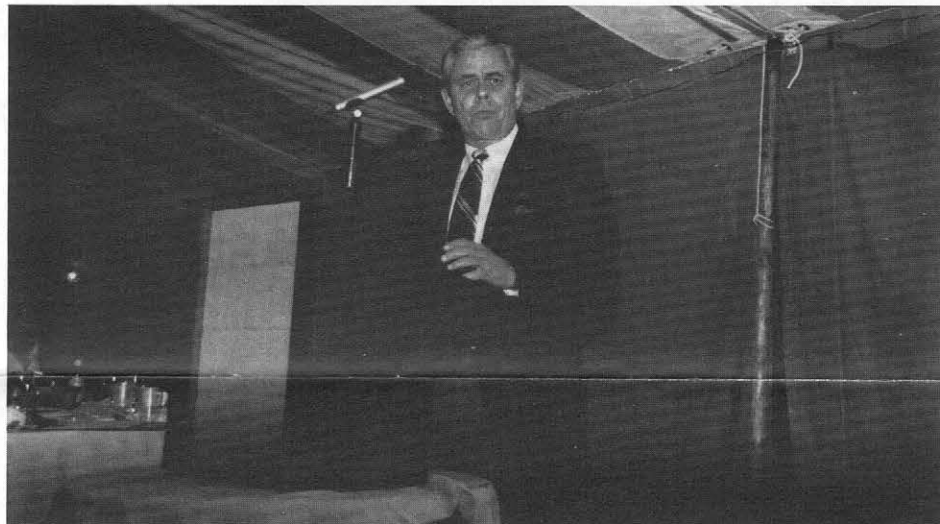
"I can assure you General Motors did not get involved with Lotus to be involved with just another engineering company," Eaton said. "We fully expect to remain in the car business, and I say the fundamental change is there's now going to be some capital available...to do the things [Lotus management has] been trying to do."

Eaton cited the X100 "small car" project as one thing that has been stalled short of production for years due to the lack of capital. When asked its status, he confirmed that it was now moving forward.

"We're now trying to freshen the thing up a bit. It's been a long time since the original styling was done. Mike Kimberley's got Giugiaro doing some new proposals." He added, "The fundamental chassis design has not changed, and is going forth. The critical path to getting into production will be the aesthetics, the body design, that we'll hopefully finalize in the next month or two. So it's alive and well and going."

Eaton also confirmed the X100 would be front-wheel-drive.

"The development and handling engineer for the X100 is [former Lotus Formula One driver] John Miles. When he was asked to come and work on the project, he said a front-wheel-drive Lotus is a contradiction in terms." But, after driving the prototype, Eaton says, Miles was convinced.



Cora Gregorie

"I know all the pluses and minuses of front-wheel drive, and I know all the arguments against performance cars using front-wheel drive," Eaton said, alluding to his own engineering background. He added, "This [car] is as big a step [forward] in front-wheel-drive handling as Chapman [made] with rear-wheel drive in the Fifties and Sixties. It exhibits none of the negatives [of front-wheel drive] on race tracks and the roads around Hethel."

"It's one heckuva fine machine."

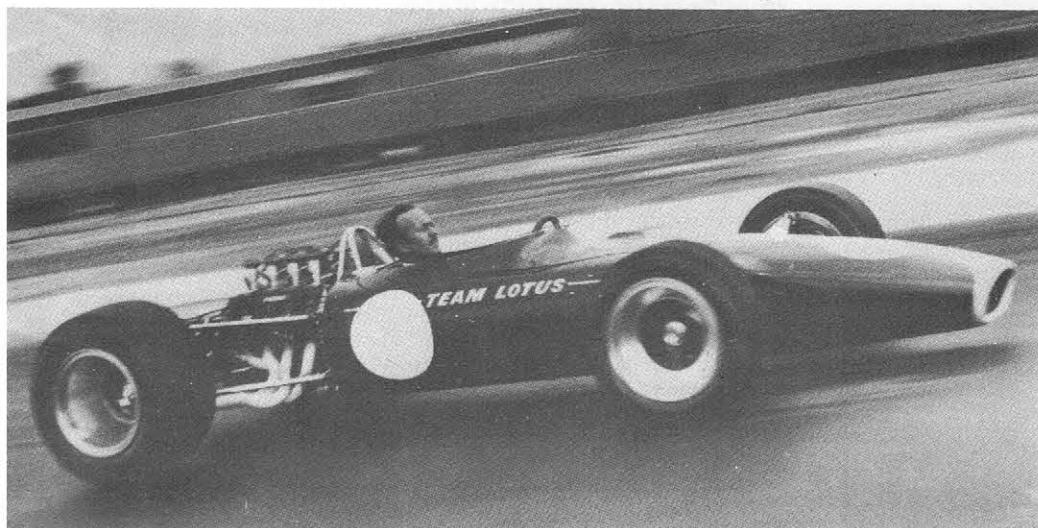
Eaton said that Lotus was contemplating a three-pronged model strategy for the coming years, with the X100 at the bottom end of the range, a new-generation Esprit with a lower price than today's versions, and an Etna-type "super car". "In today's terms," he said, "\$20-25,000 for the base car, \$40-45,000 for the next one up, and \$100,000-plus for the [third]. I view those as probably being [respectively]

front-wheel-drive, rear-engine/rear-wheel-drive, and four-wheel-drive. But they won't be sharing power trains or drive lines or chasses or anything else."

Eaton also confirmed that Lotus would not be absorbed into an expanded distribution system by piggybacking on General Motors. "GM is not going to get involved at all, no," he said. "Lotus and their current distributorship, here and in the U.K., will all be handled by Lotus and its distributors." But he was frank about his dissatisfaction with the current performance of the U.S. market. "In 1985 there were a total of 118 Turbo Esprits sold in this country, and I think, with that sort of volume, you can't have any sort of substantial network or anything else involved," he said. "It's got to grow, and grow significantly. Hopefully, we'd like to get it to 600 [cars annually]. But it will all continue to

(See *SPEECH*, page 5)

Rear View: Many Views, Minus One



A bare-headed Colin Chapman drives a Lotus 49 Formula One car in 1967 at the introduction of the Ford-Cosworth V-8 engine.

The following excerpts are reprinted with permission from the new book Colin Chapman, The Man and his Cars, by Gerard "Jabby" Crombac, published in Great Britain by Patrick Stephens Limited, Denington Estate, Wellingborough, Northants NN8 2QD, England. The book is available in the U.S. from Motorbooks International, Osceola, WI 54020.

In February 1961 Andrew Ferguson joined Lotus as Competitions Manager. He had previously worked for Cooper...One of the first problems Andrew had to face arose after the Pau Grand Prix, a non-Championship event held in this very attractive town in south-west France. This incident, which I can remember very vividly as I was there myself to support the team, is another illustration of a less well-known side to Colin Chapman's character. After the prize giving, to which we had all driven — mechanics included — in Colin's rental car, we got back to our hotel and he went straight to bed. Unknown to either Colin or me,

(See *CHAPMAN*, page 4)

CLUB OFFICER NOMINATIONS OPEN

And you thought election day was over! Not so, Lotus breath! Nominations for 1987 Lotus, Ltd. officers — president, vice president, corresponding secretary, recording secretary, treasurer and two at-large directors — are open, and hopefully this year elections will not be cancelled for lack of interest. All those who have indicated on their membership survey forms that they are — or might be — interested in running for office will be sent a nomination form to fill out to officially toss their hats in the ring. If you want to run — or want more information — write Box L or contact Mark Winston at (301) 441-1955 evenings. (WARNING: These jobs take some time, so don't run unless you really have some to spare. And don't everyone call at once.)

PIT STOPS

Dec. 19 (Fri.) — D.C.-area Lotus, Ltd. local group. Christmas wine-and-cheese party, at Phil Mitchell's, 3008 Dawson Ave., Wheaton, MD. Call for directions. Information: (301) 942-6059. RSVP preferred, but not required.

LOCAL LOTUS

NY/NJ/PA. In spite of weather warm enough to tax even the best cooling systems, and a threat of rain, twenty Lotuses showed up to compete at the New Hope Auto Show on August 10th. Cory Traver's 1983 Turbo Esprit — which has to be one of the most carefully maintained Esprits anywhere — was first among the "modern" Lotuses, followed by Ruth and Phil Connaught's '80 Elite and Tom Constantine's '77 Esprit. Gary Visher, David Cohen and Ron Biegel — all with '74 Europa Specials — were judged the top three Europas, with Gary's particularly noteworthy because of its originality. Among the Sevens and Elans, grouped together, first was Janice Ferretti's 1971 Elan drop-head (which started life with her as a wreck, had to be totally restored from the frame up, and now sports a jealousy-inducing paint job), second was Gary and Bobbi Windham's '67 Elan drophead, and third was Chris Tchorznicki's Caterham Seven. — Gary Windham.



Bob Deppe

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Detroit. Norm Maasshoff, Lotus, Ltd.'s Detroit-area local group contact and president of the local Great Lakes Lotus Club, reports over a dozen Lotuses turned out for the Meadowbrook Historic Races, held at Waterford Hills Race Course, just north of Pontiac, on August 2nd.

D.C. Lotus, Ltd.'s annual D.C.-area championship autocross, which traditionally has run as "May's Maze" in that month, this year was postponed due to lot availability problems. And, when the event finally did run, on August 24th, O.D. Lloyd Cayes reported a lot problem of a different nature cropped up: The event ran late, and the Capital Centre had to have its lot back before all 89 cars could complete their allotted three runs. As a result, the autocross lost its championship status. Nevertheless, Lotuses swept the top three places in A Modified (Fred Schroeder's Lotus 51 winning FTD, followed by Chuck Sieber's 59 and Larry Schaaf's Seven), while Lloyd Cayes was nosed out in A Prepared by two-tenths.

NC. Mark Underwood, who lives in Raleigh, has agreed to serve as the local group contact.

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LEFTOVER PARTS

Another dissatisfied customer of David Caponigro's, of Queens, NY, has been reported since our "Buyer Beware" story last issue. *Avoid this guy!* Anyone else who has had unsatisfactory dealings with him is asked to write Box L ASAP...The long-awaited De Lorean fraud trial is underway in Detroit, with De Lorean — as expected — **accusing Colin Chapman** of ripping off the missing millions through GPD, a Swiss-based dummy corporation, and claiming the funds that were funneled back to him were legal loans. A civil suit against Fred Bushell and Chapman's estate, regarding part of the missing money, has been pending in England since last January...Lotus has unveiled the **Excel SA**, an automatic-transmission version of the model. The four-speed ZF transmission, which is mated to the Lotus 912S 2.2-liter 180-hp engine, was under development for two years at Lotus. It includes a direct 1:1 drive with partial lock-up and an overdrive top gear with full lock-up. Top speed is 130, with 0-60 in 8.6 sec....The **HC version** of the Turbo Esprit for the U.K. has also been announced. It has the same head as the Excel SE. With compression ratio upped from 7.5 to 8:1, bigger Dellortos, a lighter Garrett turbo and higher (9.5 psi) boost pressure, horsepower is now 215 (up 5) and 0-60 is under 5.4 sec. Top speed is still 152...The X100, newly designated the M100, is now **scheduled to debut** at the 1989 Geneva Auto Show, and CEO Mike Kimberley reportedly has expressed a preference for the return of the Elan name...Lotus **hopes to sell 900 cars in 1987...GMAC financing** is now available for Lotus buyers and dealer floor plans...The Lotus **new-car warranty** is now for 24 months and unlimited mileage...It's rumored the 4.2 liter **Lotus V-8** will debut in the '88 Corvette, with the Vette of the early Nineties powered by a twin-turbo version and featuring active suspension and four-wheel-drive as standard equipment...**Team Lotus notes:** When Ayrton Senna ran out of gas just before the Portuguese GP finish line, he was mathematically eliminated from the title chase with two races still to go. At the next race, in Mexico, Senna claimed **his eighth pole** of the season, a record — all with the special 98T/1 qualifying chassis, whose legality has repeatedly been questioned. Williams, among other teams, claims that Lotus has been unfastening stays late in qualifying to allow the sides of the undertray to sag, increasing ground effects; Lotus points out the car has passed frequent technical inspections...The Mexican pole was Renault's 50th — and last, as it has withdrawn from Formula One after being dropped by Lotus and failing to reach agreement with McLaren for '87. Renault **spent \$27 million** on Formula One engine development in 1985 — and presumably a lot in '86 — but never could make its powerplant efficient enough to be a consistent race-winner...

(See LEFTOVER, page 6)

NOTE: The last issue was September. This issue is dated November, instead of October, to get us better in synch with the calendar. The membership "year" is 12 issues long, not 12 months long — so expiration dates will be adjusted accordingly.—Ed.

TRANSMISSIONS

I was recently surprised to find that the Spyder sliding-spline half-shaft kit does not readily fit the Elan 1600 (Series 1). It appears that the three-eared yokes on the differential output shafts and at the wheel hubs are larger for S1 cars than for later cars. Thus, the Spyder kit would require modifications which might affect its performance or void its warranty.

Spyder representative Lee Weinstein indicated the change occurred between the S1 and S2. However, my Elan parts list shows the inboard shaft changing, along with the donuts, for S4 Sprint cars. At the same time, the parts list shows the outboard shafts changing at chassis #7761, which seems to be about 100 cars before the S4 was introduced.

Elan owners interested in the Spyder half-shaft kit, however, should not give up. I suggest some careful measuring before placing an order. Imagine the circle defined by the centers of the three bolt holes. Measure the "chord" from O.D. to O.D. of any two of the three bolt holes. My S1 measured 2-15/16", while the Spyder kit was 2-13/16".

From my conversations with Lee, I deduce that the outboard shaft, where Spyder uses a metal plate (no donut), is the key. It might be possible to fit the donut to the inboard yoke with a liberal application of cursing and swearing.

I would recommend to those ordering the kit that you inform Lee of your car's serial number when you place an order.

Finally, I'd like to thank Lee for all his telephone assistance, and point out that I received a prompt and total refund from Spyder.

Bob Bandera
Enfield, Connecticut

[Lee confirms the Spyder kit does not fit the standard S1, but says he has had no problems fitting all later Elan series. Besides a different output shaft and outboard drive shaft, Lee says the S1's brake discs are also different and not available anymore — so some have been converted to later specification. He does suggest that S1 owners make the measurement you suggest and include their cars' serial numbers when ordering the kit. — Ed.]

[Lotus, Ltd. member Dave Comeau, who is also president of the New England Lotus Lovers, comments:

"1) S1 Elans have different axles with larger bolt circles and brake rotors than later Elans, and they often have to be updated when the rotors go — since the rotors are quite rare. 2) S2 and S3 Elans and Plus 2s up to #249 had axles with the same inner and outer bearings on the outboard shafts; the housings matched the axles (really, the bearings). 3) Elans from #7761 on and Plus 2s from #250 on had the Cortina rear axle outer bearing. This improved bearing — which sealed better against water — was used on the inboard end of the wheel axle. It is easily identified from the others by the wider outer race and EXTRA-wide inner race. The matching hub carrier housing and axle are needed to update all the way to S4 specs. 4) The most powerful Elan models — the Sprint and the Plus 2 S130 — had differential output shafts with a retaining rod to hold the half shaft in place if a donut broke; this was to help prevent a flailing shaft from ripping up the body.

"Frequently people have made spacers and cut circlip grooves to put the cheaper S2/S3 bearings in the S4 housing, but I can't understand why anyone would enjoy changing the rear bearings enough to install poorer quality bearings, and then have to replace them sooner than otherwise necessary — just to save \$10. (This only makes a little sense when putting an S2/S3 axle back in an S2/S3 car, having had to replace the early housing with the S4 type.) It would be better to put in an S4 axle, also, and make the update an improvement. Only a picky person would object to the lack of S1 originality; there are no visual differences.

"Telling Spyder your serial number will not insure anything. If you're lucky they will tell you to get a vernier caliper or ruler and verify your axle size. Maybe you're the last person in the world with S1 axles and brake rotors still in an S1 car, but I'll bet your car is not worth one cent more because of it, except to a purist, and in fact the reverse may be true.

"The Elan parts manual is certainly not the most accurate, complete or easily deciphered document, and the lack of information on the S1 axles reflects the Lotus policy of making running changes in production. The parts manual was probably printed after the axle and rotor changes were long forgotten."

REPLACING THE OIL PRESSURE GAUGE

The electric oil pressure sending unit used in the Elan Plus 2, Plus 2S and Europa S2 is expensive to replace (from \$71.94 to \$95.20 in July, 1985) and performs poorly. The gauge in my car took over 30 seconds to rise to 30 psi, and the same to fall from 30 psi to zero. This slow response hides some useful oil pressure information, like indicating a sudden loss of pressure while cornering or the amount of time required for pressure to come up just after starting. Here is my experience trying to repair the Lotus sender, find a low-cost substitute, and install a neat mechanical replacement.

The sending unit can be dismantled for inspection and repair by grinding or filing off the crimp which holds the cover in place. There are two possible locations of trouble beneath the cover — the contact points (at the end of the bimetal oscillator) and the finger-spring contact which touches the underside of the spade connectors. I tried unsuccessfully to rejuvenate my gauge by cleaning these contacts and making sure the finger-spring contact was good. I used a clamp with six screws to hold the cover back on, but it would probably be easier to attach the cover with solder.

I next turned to finding a low-cost substitute for the Lotus sender. The popular Stewart Warner gauges operate on a different principle, so they are incompatible with the original gauge. I researched other British and Swedish cars to see if the sender was common with anything else. I checked 25 different cars and found nine with electric sending units, and every one had a different Smiths part number. What they did have in common was price. So much for low-cost substitutes.

While surveying parking lots for oil gauges, I observed that the TR250 and the TR3 had gauges with faces similar to the Lotus gauge in my '69 Plus 2. The TR3 has a mechanical gauge (Part Number PL 2302/22) which very closely resembles the Lotus gauge (BP 2204/01). The only differences were the name "Jaeger" instead of "Smiths" at the top of the dial and the print style being "bold normal" instead of "bold extended". I didn't realize, until I started scrutinizing type styles, that the gauges in my car don't match each other to begin with. The ammeter is Lucas and it has a type style which is slightly different from the Smiths.

I have the following hints on installation:

- The bezel and glass from the Smiths gauge fits the Jaeger gauge.
 - Calibrate your gauge before installation. There is no apparent adjustment, but it would be good to know what your gauge is really indicating.
 - I plumbed with 3/16-inch diameter copper tube, but this was very difficult to work with; I would recommend 1/8-inch copper or the original 3/16-inch plastic tubing, which is similar to the Lotus black plastic fuel line.
 - I routed the tubing from the gauge through a spare hole in the firewall on the driver's side, across the back of the engine compartment (where a convenient flange was located for fixing tubing clamps), and then along the right side of the engine under the fuel pump.
 - The only modification necessary to the Jaeger gauge was the illumination lamp mounting. The Jaeger lamp socket is too long, but the diameter is just right for the Lotus lamp, so the socket only needs to be shortened.
 - The tube fitting on the back of the Jaeger gauge is unlike anything, so try to obtain all these parts; otherwise, improvisation will be required — like soldering copper tube directly to the fitting.
 - The two knurled nuts which tighten the clamp bracket to the dash board are also an unusual thread size (probably British Association Standard Thread #2). If these nuts cannot be obtained, 10-32 can be forced to work.
 - The TR3 uses a fitting on the engine end of the tubing which is not of much use on the Lotus. The Lotus engine block has a 1/8 NPT (pipe thread) hole, so a 1/8 NPT-to-compression tube fitting is recommended for either the plastic or copper tubing.
 - I installed this gauge without removing the dashboard, but it might be easier to remove it.
 - The gasket between the gauge and the dashboard can be substituted for with an O-ring (Parker size 2-033, 2" ID x .070 cross section).
- If anyone has questions about this project, call me and I'll be glad to try to answer them.

—Lee Will

[Dave Painter comments:

"VDO makes very high-quality gauges, including a recent line that is very similar to the original Smiths. Neither Smiths nor Jaeger wins my confidence for high quality, and Triumph replacements are not exactly common and not necessarily cheap."

(CHAPMAN, from page 1)

two of the mechanics had kept the key to the car and had gone out again. While I was having a quiet night-cap in the bar, the telephone rang. It was the local police saying that the car had been in a serious accident outside the town.

I had the job of waking Colin, which was no easy task as he was taking sleeping pills and they had already begun to take effect. Eventually he appeared, although in somewhat of a stupor, and we both drove off with Colin's school chum, Alan Richardson, who had joined Team Lotus for this trip, to the hospital to find that one of the mechanics had been very seriously injured and was suffering from a fractured skull. We even had to help the doctor by holding the poor chap down while he was given a thorough examination. Finally he was sedated and, because Colin had then realized that he had left his briefcase in the back of the hire car, we drove off to the scene of the accident. In the briefcase, apart from other important documents, was Colin's little black book containing all his notes on the chassis and suspension settings, and it would be a serious loss if we failed to find it. Eventually, after what

seemed hours of searching in the dark with a torch, we were much relieved to find the briefcase lying in a ditch.

When Colin arrived back at Cheshunt, he called Andrew, who recalls the incident well: "'You know what you have to do, don't you?' he told me. 'Yes,' I answered, 'I'll fire him,' because that's what we would have done at Coopers. 'No, no,'" said Colin, "he's in a terribly bad way, so make arrangements to fly his mother over to him.'" Eventually the lad recuperated and returned to a job, although he was not fit enough to remain a racing mechanic.

* * *

Colin was absolutely shattered by Jim Clark's death [in April 1968] and did not attend the Spanish GP where Graham Hill, driving the sole Lotus entry, raced and won in the old '49'. The new 49B should have appeared but Colin gave instructions that it was not to be used in his absence. Since there was so much that was new on it, he wanted to oversee its first race personally.

However, Team Lotus were back in force at

Monaco, with Jackie Oliver now the second driver, and Graham Hill had the new 49B. In many ways the car was very different from the previous model. The weight distribution was altered, with the oil tank now in the form of a 'saddle' and positioned over the gearbox, thus giving more rear weight bias and aiding traction. The wheelbase had been lengthened simply by raking the front suspension arms forward by three inches. The rear suspension geometry was also modified and the car now sported a Hewland gearbox to allow easier changes of ratio. The width of the wheels was increased to accept the latest Firestone YB11 tyres and the engine power had been marginally improved to give 410 bhp, but still at 9,000 rpm. However, the most important innovation was to the bodywork for here, for the first time, was a Grand Prix car with a body expressly designed to provide downforce by using the air flowing over it. It was equipped at the front with two small horizontal fins, made to an aerofoil section, one on either side of the nose cone, and at the rear with a new engine cover in the shape of a scooped-out wedge...

I...asked Jackie Oliver about his early meetings with Colin Chapman. "When I went for a

Bio Reviews

The lifelong dedication of Anthony Colin Bruce Chapman to the design and production of racing and road cars has made his name synonymous with that of Lotus. One cannot begin to tell the story of the man without, in the process, telling the stories of the racing team and the car company he created. But writing Colin Chapman's biography, it seems to be, requires special attention to be sure the focus and emphasis are on the man, rather than a chronological account of the evolution of the company and the team. Unfortunately, "Jabby" Crombac's book is very much a chassis-by-chassis narration, with too many details about how and where Lotus cars were raced and precious few about why they are the way they are.

Not that this is not a good book. It does contain its share of anecdotes and vignettes. The recounting of Team Lotus' labor troubles explains much of why the Lotus 79, the all-conquering wing car in which Mario Andretti won the 1978 world championship, was so much less competitive in its second year. The accounts of Chapman's confrontations with the Indianapolis and Le Mans establishments are high points.

But, if one were to ignore the book's title and take too much notice of its table of contents and the titles of its chapters, one might think he had read a sequel to *The Story of Lotus*.

Colin Chapman, gone four years now, deserves better. So do his fans.

—Glenn Davis

Colin Chapman, The Man and his Cars will — and should — find a place on the bookshelves of a great many automotive, racing and Lotus enthusiasts. As the family-authorized biography of the late Lotus founder, it is unlikely that any subsequent

author will enjoy the kind of cooperation from people close to the subject that was given Gerard "Jabby" Crombac in his preparation of this book.

Crombac faced a formidable challenge in writing this biography. Well-researched, richly detailed books have already been done on each of Lotus' first two decades. Numerous whole volumes have addressed more specific and more recent aspects of Lotus racing and road car history. Yet, because the stories of the man and his cars are inseparable, Crombac was faced with having to cram 35 years of Lotus history and a personal portrait of Colin Chapman into one book. That meant considerable repetition of what has appeared elsewhere, in some cases, and substantial condensation in others.

Some compromises were inevitable. Crombac announced at the outset that he would concentrate on Chapman's racing career, and that he has done. He has not ignored the car company, by any means, but he has portrayed it as adjunctive — something Chapman did mostly so he could afford to go racing — which is arguable.

The book succeeds in some ways and disappoints in others.

- It provides a far more extensive look at Colin Chapman, the man, than has been written anywhere else. Yet far too many pages are spent discussing particular cars and races without relating them to the man — too much chronology, not enough profile.

- Crombac's narrative of events is spiced with frequent recollections of people close to Chapman. Yet too often their comments provide insights to events, rather than the man and his role in them. Crombac's own observations of the man and his personality, as well as those of Chapman's immediate family, are left to the end of the book. The author was close to Chapman for nearly three decades — and, as a good journalist should, he kept his notes — yet he has included surprisingly few direct quotes from Chapman.

- The book contains many anecdotes,

but too often they are not *telling* anecdotes — the kind that illustrate who Chapman was, not just what he did.

- There are plenty of pictures. Unfortunately many of them are poorly reproduced — apparently color pictures printed in black and white without much contrast, something a careful printer could have largely avoided.

- There is a foreword by Enzo Ferrari, Hazel Chapman's choice, but it's respectful, rather than personal. A far better choice would have been to reprint the memorial-service eulogy given by Walter Hayes of Ford, a closer friend.

Overall — fortunately — the book is balanced. Crombac, the editor of the French magazine *Sport-Auto*, had a relationship with Chapman that began when he purchased a new Lotus VI in 1953. He's got a dog named Lotus, a son named Colin James, an Eclat given to him by Chapman after his vigorous defense of the legality of Chapman's dual-chassised Lotus 88, and an Elan formerly owned by Lotus driver Jimmy Clark — with whom he shared a Paris flat after Clark became a tax exile from the U.K. When Crombac was hand-picked to do the book, there was speculation as to just how objective such an unabashed Lotus enthusiast would be. But he fairly covers the unpleasant, controversial and negative aspects of Chapman's life and personality, as well as the man's triumphs and virtues, with one preannounced exception: The De Loreau scandal and Chapman's possible role in it are given only an oblique, one-paragraph mention.

"Colin Chapman, like so many gifted, dedicated and hard-working men, had many acquaintances but very few close friends," begins the preface by publisher Patrick Stephens, "so there was only ever likely to be one person fully equipped to write the story of his life — Colin himself." Nevertheless, *Colin Chapman, The Man and his Cars* makes worthwhile reading for Lotus enthusiasts.

—Mark Winston

test drive to Snetterton,' he answered, 'I had not met Colin and I didn't know Jim Clark, not even by sight. I never had any adulation for top sportsmen, but I did know that Colin Chapman produced good cars.'

'I never really came to know Colin properly until I started to drive for him in Formula 1 and that was not until much later. Up to that time he always conducted all negotiations through Jim Endruweit and Andrew Ferguson. He didn't even turn up on Formula 2 test days.'

'Of course, I did meet him sometimes at the factory because I did quite a lot of testing for Lotus before I ever started to drive for them in Formula 1. But Colin had no real reason to talk to me because Jim Endruweit or Andrew Ferguson always dealt with the less important racing formulae. He would walk past sometimes and I would then say "Hello" to him but we had no dealings together at all. The only negotiations I ever had with him were after Jimmy's death. Jim Endruweit then suggested that the young Oliver should be given an opportunity and that was the first time I ever had any real contact with Chapman.'

'He started to explain to me the importance of Formula 1. "Now lad," he said, "you are in Formula 1 and this is what it is all about. All the other stuff is not really important." And then he gave me his philosophy on what was and what was not important. It was not until I was going to be driving one of his Formula 1 cars that he felt it was worth spending any time with me imparting his philosophy.'

'It was, of course, a very bad time for him because he had just lost Jimmy and I don't think his heart was really in it. I had come along really as a stand-in for Jimmy, for whom — in Colin's eyes anyway — I was quite rightly no substitute.'

I asked Jackie whether, when testing in Formula 1, he found Colin to be helpful. 'He was actually quite aloof,' he replied. 'He was astute enough to know that any answers he got from this young driver would be of no value, so why bother to ask? That's the way he was — he was very hard. I remember the first thing he said to me at the start in Monte Carlo was, "Now lad, if you finish here, in the whole history of Monte Carlo, you finish sixth. Let's stay out of trouble and don't have an accident on the first lap." Those words were still ringing in my ears when, as I came out of the tunnel on the first lap, I collected Scarfiotti and Bruce McLaren who had just had an accident before I arrived!'

'That made the old man furious and he fired me on the spot. It was only through Jim Endruweit's efforts (he was a good supporter of mine, and he had Colin's ear) that I was given a second crack of the whip in Belgium. This was very much Colin's way of handling a young driver; there were no subtleties with him, and you had to be very tough to survive in the team after Jimmy's death.'

'I think Jimmy's death made Colin a much harder person and people like Rindt and Andretti managed to survive in such an environment where perhaps the younger and more sensitive drivers did not. Looking back on it now, and from what I gathered from my own experience at the time, I think there was a "Phase One Chapman" which existed before Jimmy died, followed by a "Phase Two Chapman" afterwards, who took a complete change of direction.'

Jackie Oliver led the British Grand Prix at Brands Hatch in 1968, until his transmission failed just after half distance. 'That was my last year,' he said. 'I had a four-year contract with

Lotus and it was in the fourth year that I was in the Formula 1 team with Graham Hill, when he won the World Championship.'

I asked Jackie if Colin was inclined to take more interest in him once he was in the Formula 1 team, and whether he was generally more friendly. 'Colin always wanted to own things,' he replied. 'He wanted to make every-one part of the Lotus family and I very much fell into that mould. Quite rightly, he saw that I was never going to be a true champion like some of his drivers, but on the other hand he clearly thought I was good enough that he did not want to lose me. He didn't want me to go to BRM and yet he could not offer me anything tangible. He was very angry when I left but that was the style of the man; he had given me an opportunity for four years and then, even though it was he who had set his sights higher and was no longer able to offer me a Formula 1 drive, he still found it difficult to actually let me go.'

'Generally, he was always friendly, and also his humour was always laced with the truth. For instance, if I had a crash with the car, he would dig me in the ribs and say, "Another one like that and you'll be looking for a job. Ha, Ha, Ha!". All the time there were innuendos in his humour. "You are not getting the job done lad!" he would say. That was his way with people. Colin would never sit down with me and say, "Now young Oliver, I understand all the difficulties..." He wasn't that sort of person. He was too brash.'

'Whilst Ken Tyrrell was probably the best team owner when it came to bringing on new young drivers, Colin was probably the worst. He would never spend time considering other people's difficulties and problems because he was too impatient. On the other hand, I think

(SPEECH, from page 1)
be handled by Lotus.'

Eaton also discussed the engineering and technology side of Lotus' business, which most observers feel is why GM bought the company.

'One of the things we were concerned about when we got involved was whether all the other manufacturers would stop going [to Lotus]. Toyota had 21% [before the buyout], and that didn't keep us away,' he said. 'I sent out a letter to all of Lotus' clients after the acquisition and told them we weren't going to be involved, that it would be run as a U.K. company with a U.K. management structure, and on a completely confidential basis. (I can assure you I don't know what engineering consultancy projects are going on at Lotus — nor does anyone else at General Motors.) The reaction was exactly what we hoped — Mike Kimberley has been overwhelmed with business. Because of the tenuous position Lotus was in before, some people weren't willing to become involved in long-range projects, because they weren't sure about the company's long-range viability.'

When asked what Lotus technologies GM was especially interested in, Eaton gave a surprising answer. 'We bought Lotus, obviously, for the people and the heritage. But there is very little technology going to come this way, and the opportunities are very substantial going the other way. Let me tell you why I say that. We're talking about a company that builds about 800 cars a year, and at its maximum has built between four and five thousand. [GM doesn't] build in those numbers, so none of the manufacturing technology is particularly appropriate; there's an awful lot of hand-crafting, and very little hard tooling of any kind. There's



From Colin Chapman, The Man and his Cars

Colin Chapman sits in a Type 18, the first mid-engined Lotus, which quickly proved to be the best Formula One chassis in 1960.

he was the only team owner to possess the three most important elements for success. He could find the money; he could design the cars; and he could run the team. Those three qualities in one man are quite exceptional, even today.'

no question there are some things, like active suspension, we have them doing; complete engines that will be put into production and sold over here; some composite stuff, but not what they've made their reputation at — that's too low-volume for us. The people there come up with a lot of new things, but there isn't any given technology that we bought them for.'

Near the end of the question-and-answer session, Eaton was asked the obvious question about whether GM might buy Team Lotus.

'Hazel Chapman [who owns 85% of the team] doesn't have any intentions of selling, to my knowledge,' he answered. 'I have told her, if they ever become available, I'd like to be the first in line!'

'Probably the best day that I've spent this year was at the Detroit Grand Prix,' he continued. 'I drove my Turbo Esprit down to the Lotus pit, stayed in the pits for the entire race, and of course watched them win. We'd like to see an awful lot more of that happen; it's obviously in Group Lotus' interest for the team to do absolutely the best they can.'

'Group Lotus and Team Lotus do share technology now,' he added. 'They've done that before, and will continue to do that. They also share people back and forth a little bit; in fact, Group Lotus has been able to pick up a significant number of people just in the past year from the team, and we're trying to strengthen that relationship substantially. Because of things like pulling the [ACBC] initials out of the [Group Lotus] logo — and a whole lot of other things — that relationship, while still very, very good with Mike Kimberley and Tony Rudd, deteriorated substantially between others in the [Group Lotus] management and Team. We've been working to repair that, and it's in very good shape right now.'

(LEFTOVER, from page 2)

The initial test of the Lotus-Honda racer is scheduled for December. Satoru Nakajima, who is replacing Johnny Dumphries in the number-two Lotus seat as part of the Honda engine deal, recently won his fifth all-Japan F2 championship...Team manager Peter Warr says **John Player has re-upped** through '88 as the primary sponsor; Canon has been rumored to be moving its support from Williams to Lotus...At Hungary Lotus surpassed Ferrari for the **most F1 poles** won all-time; the Lotus total is now 106, Ferrari's 103...Doug Nye has updated his book *Theme Lotus*, which now focuses on single-seaters from 1956 through 1986...Bobby Akin's Lotus 18, featured in our September issue's lead article, has recently been **listed for sale** at \$27,000. Contact J.R. Mitchell, (914) 941-8559...The September issue's bottom cover picture, of Caterham engineer Jez Coates, was **mistakenly credited** to Ray Shaffer, instead of Claude Gagne....

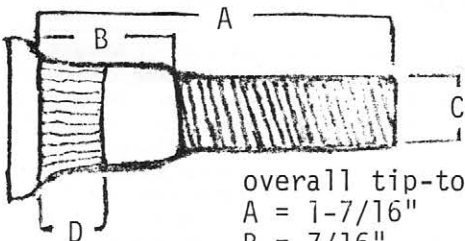
PARTS & TECH

Seven tires. Chris Tchorznicki says he recently saw an old Seven S2 with a Cosworth 1500 and tires that would have done justice to a dragster. He advises fifty series BF Goodrich radial TAs are "slight overkill" for a Series II, and that the owner likely complained about how rough the ride was. The latest Caterham cars ride on either 185/70x13 or 185/60x14 tires.

Esprit windshield. Jim Auclair recommends the following source, from which he obtained a new windshield for his Esprit S1 for \$230 plus shipping: Lebo Glass Co., 1000 Cincinnati, P.O. Box 5098, San Antonio, TX 78201 — or talk to Pete at (800) 531-7184.

EUROPA WHEEL STUDS

When I fitted aftermarket, wide wheels to my Europa S2, I found that the standard 3/8-inch-diameter wheel studs were not long enough to engage the wheel nut. After unsuccessfully trying to locate a 3/8-inch wheel stud that was long enough, I solved the problem by replacing the 3/8-inch stud with a 7/16-inch stud from the rear of a Triumph TR6.



—Rick Keffer

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A = 1-7/16"

B = 7/16"

C = 7/16" (R.H. thread)

D = 3/16" x 510,000

manufactured by GKN

Rick Keffer

INFORMATION, PLEASE

Q: Can I put six-inch rims and 205/60-13 tires on a Europa S2?

A: On the front, 205/60-13 tires will likely rub at the back of the wheel well on full lock, especially if the car has been lowered. At the rear, they'll fit with no problem if you shave the lips of the wheel wells—but be careful letting the car down off the jack, to avoid serious interference from the heavily cambered, hanging wheels. Notwithstanding the question of whether 205/60-13s will fit or not, be advised that bigger is NOT necessarily better on S2 Europas—see "Getting More Tired" on page three of the April '86 issue.

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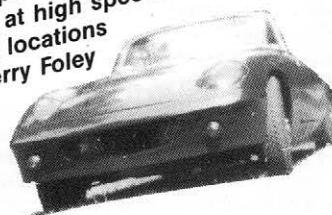
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FOR SALE: 1974 Lotus Seven S4, #1212. Big valve twin cam, excellent original condition, 24,000 mi., runs super. Records indicate it is the last Lotus-built Seven to be imported. \$10,800. May take clean Europa in trade. Jerry Randall, (413) 584-7303 days, (413) 296-4719 eves.

FOR SALE: 1984 Elite 2.2 RHD Corgi model, 1/36th scale, 5" long, 2" wide. New, mint condition, always garaged in custom shipping container, no mileage, not driven in rain or snow. Several available, \$7 plus \$2 shipping. Bruce Philbrick, Box 283, Sheffield, MA 01257.

FOR SALE: 1976 Elite, red, 7,500 mi., excellent condition. \$11,750 firm. Michael, (305) 741-8556.

WANTED: Dead Esprit, wrecked or burned, rat or otherwise. Will travel anywhere for low-budget project car. Russ, (401) 438-8250 or (401) 723-9132.

FOR SALE: Europa TC parts—doors, seats, big valve head, wrecked body shell. Dan, (216) 687-1996.

FOR SALE: Brand new TR10 rear axle housing for a Lotus Seven, still has Triumph parts tag on it, \$250; two new axle shafts, \$75 ea.; many misc. Lotus Seven S2 parts, including brakes, Cosworth 1500 engine and suspension. Dave, (703) 690-2005 (VA).

WANTED: Lotus Seven, S2 or S3, clean. Must be streetable, prefer unbutchered autocross-prepared. Marc Nichols, 9128 Tomashaw Lane, Lenexa, KS 66219, (816) 891-1000 work, (913) 492-4064 home.

FOR SALE: 1978 Esprit, very late S1 with two-motor headlights, other S2 items. Black, brown interior. New suspension, Konis, U-joints, bearings, more. Outstanding condition, meticulously maintained. \$17,000 O.B.O. Greg, (303) 985-2436 or (303) 790-3791.

FOR SALE: Used Elan parts—S1/S2 door panels, \$50/pair; 3.9 crown and pinion, \$20; early or late windshield rubber, good condition, \$20; head bolts, \$5 ea.; left rear upright, perch clipped, \$30; outboard drive shaft, \$25; intermediate shaft, \$10; swaybar with links, \$20; heater, \$35; late radiator with electric fan, \$35. Brice Faller, 19-P Scenic Drive, Croton, NY 10520, (914) 332-0222 x236 days, (914) 271-6256 eves.

FOR SALE: New Elan parts—CNS crashpad, \$50; Weber total rebuild kits, \$20/pair; Weber chrome air boxes, \$20/pair, donuts, still banded, \$70/four; steering gaiters, \$10/pair. Brice Faller, 19-P Scenic Drive, Croton, NY 10520, (914) 332-0222 x236 days, (914) 271-6256 eves.

FOR SALE: 1600 block, crank, rods, etc., for converting stock twin cam bottom end to stroker, \$100; 1600 head, \$25. Brice Faller, 19-P Scenic Drive, Croton, NY 10520, (914) 332-0222 x236 days, (914) 271-6256 eves.

WANTED: Elan parts—early distributor (without vacuum), drop rails for S3/S4 coupe, stock steel wheel for Plus 2 or Sprint. Brice Faller, 19-P Scenic Drive, Croton, NY 10520, (914) 332-0222 x236 days, (914) 271-6256 eves.

FOR SALE: 1971 Plus 2S 130, 20,000 mi., 4-speed, well maintained, lots new, very clean. \$9,500 O.B.O. Ken, (215) 566-5867 (PA).

FOR SALE: 1966 Lotus Cortina, \$1,500. John, (205) 582-3395 (AL).

FOR SALE: Elan parts — standard Stromberg head, with S2 cams, valves, springs, in excellent condition, \$100; big valve Stromberg head, prepared by Lotus Racing West, ported, polished, big valves, bronze guides, shimmed and ready to bolt on Elan or Europa by grinding a small groove in the back of the head, \$350; fiberglass left stock wheel arch for S3 or S4, from Dave Bean, new, \$10; Elan S3/S4 small electric-fanned radiator, with motor and bracketry, complete, good condition, \$30; standard tachometer from Elan, excellent, \$60. Also 1600 cc Ford Pinto motor, excellent condition, no carb or intake manifold, comes with new Aries 6.5:1 compression pistons, Iskenderian cam, dual valve springs, retainers, lifters, Rayjay turbocharger (all new in boxes, can be used for Lotus turbocharged special), \$800. Will trade for parts in "wanted" ad. Tim Oei, 241 Rowayton Ave., Rowayton, CT 06853, (203) 866-2470.

FOR SALE: 1972 Plus 2S, white/black, 4-speed, big valve engine. California car with no rust. \$9,800. Joe, (714) 842-8589 days, (714) 642-6428 eves.

FOR SALE: 1960 Elite, series II, stage II. Excellent condition, many new items. \$12,900. Bob Pennell, 2496 Timothy Knoll, Poland, OH 44514, (216) 757-2234.

FOR SALE: Europa parts — rear window, \$25; new left-side window, \$25; luggage tray, \$20; 336 transaxle, checked internally, \$250; trans-axle yoke, S1/S2, \$25; Ducellier motor for radiator fan, \$15. Chuck Voboril, (203) 727-7078 work, (203) 429-3572 home (CT).

WANTED: Aluminum gear carrier (center section) for Cortina differential. Prefer with ring and pinion to facilitate baseline settings for new gears, but still interested if no gears present. Also need rear hubs for Plus 2 with bolt-on wheels. Chuck Voboril, (203) 727-7078 work, (203) 429-3572 home (CT).

FOR SALE: 1986 Esprit Turbo, black, tan leather, Blaupunkt Lexington stereo/cassette, 11,000 mi., flawless condition. \$47,900 O.B.O. Les, (314) 231-7550 or (314) 576-3966 (MO).

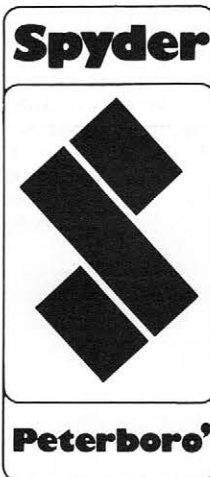
FOR SALE: 1972 Elan Sprint convertible, 62,000 mi., original owner. Needs paint, otherwise excellent condition. Many extras and spares. Ed, (803) 884-6066 leave message (SC).

FOR SALE: Parting out 1967 Plus 2. New parts include Spyder frame and sill member kit, timing chain, cam bearings, engine gaskets, battery cut-off switch, NGK angled plug wire ends, front seat belts and inertia reels. Selling all mechanical parts, including Weber motor. Charles, (301) 239-7334 (MD).

FOR SALE: 1969 Elan S4/SE coupe, Strombergs, alumacoated headers, Lucas alternator. Low mileage on engine rebuild, front bushings and rotolux couplings. A001Rs, plus three spare wheels and tires. Good condition, all original. Asking \$6,800. Norm Maasshoff, (313) 268-5076 eves (MI).

FOR SALE: Four Wolfrace Esprit wheels, 14", \$325; two Esprit air pumps, diverter assy., belts, etc., \$48; Esprit interior chrome trim, \$30; Stromberg 1/2 (carb-side) air box, \$40; rear under valance, with screen, (orange gel coat, crack repaired), \$80; two side rocker panels, Esprit S1/S2 (damage repaired), \$80; catalytic converter, \$40. Shipping extra. Jim Auclair, (401) 732-0721 (RI).

FOR SALE: Lotus nose badge rubber nuts, new, \$0.90* ea.; Lucas 17A fuses, \$0.50 ea.; Europa TC latching gas caps (74L0720), like new, \$30* ea.; Europa TC shifter boot (36J6026), used, \$12*; black/silver Lotus nose badge, like new, \$14; 7 PSI radiator cap, new, \$6; Europa TC alternator belt (74E6008), new, \$5; Elan/Europa 30A ammeter (54M6062), like new, specify bezel, \$35*; Elan/Europa 60 PSI oil pressure gauge (74N6000), like new, specify bezel, \$45*; new Webster (Hewland Mk. VII/Mk. IX) gears—19/33, 22/29, 24/27, 25/26 and 26/25 ratios—\$50* ea. or \$220*/all five sets; Lucas sport coil, like new, \$17*; Europa rear hub retaining washers (46D6006), used, \$3*/two; TC rod bolt set (36E6175), low use, like new, \$30*/set of 8; Ford 1600 fuel pump block-off plate, new \$3*; 3/8 NPT to AN-10 fittings (AN816-10-8D), used, \$2 ea.; Vegantune 4-port dry sump oil pump parts, used; Coolaire A/C switch plate and knobs, \$1.50*; Vegantune 181T FB head, complete with cams, valves, springs, etc., dynoed at 172 BHP, like new; complete Europa TC rear deck lid gas strut support assy., used, includes modified side braces, modified shoulder belt bar, deck lid brace, struts and hardware, used, \$225*. Prices negotiable, * means shipping extra. R. Neil Ferguson, 11241 McCree Rd., Dallas, TX 75238, (214) 341-4177 eves.



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FOR SALE: 1974 Elite, 305 cu. in. GM V8, automatic trans, all-new rebuilt drivetrain, AM/FM cassette, A/C. New wheel bearings, gas shocks, VR tires and carpeting. Price includes original engine and trans. \$9,000 or trade for Esprit. Vasken Bedirian, 4240 Canoga Drive, Woodland Hills, CA 91364, (818) 340-9006.

FOR SALE: Elite/Eclat parts—manual steering rack, used but excellent condition, \$100; radiator, used, \$100; catalytic converter, \$150; Excel rear wing, new, \$150; water pump, used, excellent condition, \$80; Momo Veloce 3-spoke steering wheel, new, with hub, \$125; 2.2 exhaust manifold and downpipe, \$250; new extended side sills, \$150/pair; for Esprits—used Turbo rear bumper and new lower valance, \$250/both. Richie Longo, (718) 372-5723.

WANTED: Workshop manual for 1972 Europa TC (non-Special). Patricia Given, 226 Mt. Airy Dr., Rochester, NY 14617.

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

FOR SALE: 1976 Eclat, red, black interior, less than 10,000 mi. Four Dellorto carbs, Spax gas shocks, stainless exhaust. Lavishly maintained. Starting new business, should sell, best reasonable offer. David, (617) 267-2287 (24 hrs.).

FOR SALE: 1972 Europa S2, new paint/tires, white with black trim, 43,000 mi., runs good. \$5,800. Mike (304) 292-0350 or (304) 296-1700.

FOR SALE: 1973 JPS Europa #333, 4-speed. New centrifugal advance distributor, header, rebuilt carbs, spare transaxle, other new parts. Low miles, runs strong, needs some work. \$6,000 firm. William, (904) 687-0342 after 6 P.M.

FOR SALE: 1974 Europa TC, 4-speed, blue, 28,000 mi. Asking \$5,800. Charles Franz, 1111 N. Pitt St., Alexandria, VA 22314, (703) 549-6362.

FOR SALE: 1971 Elan SE, white, 60,300 mi. Tight car, original appearance, engine and transmission rebuilt. New paint, donuts and Pirelli P3s at 51,600 mi. No chassis rust or front upright corrosion. Small parking lot ding in front nose. Has none of the typical electrical ills. Reluctant sale due to growing family. \$8,000. Peter Dyson, (312) 441-5517 days or leave message.

FOR SALE: 1970 Elan SE, yellow, 21,500 mi., 85% complete restoration, in process since 1976. New paint, top, carpets, dash, tires, brakes, donuts, Konis, tires, suspension bushings. All wiring redone and right. Frame dinged and straightened RF. Have all parts, special fasteners, original workshop manual and cover. Will have to be trailered, but remaining assembly work is not complex. No time due to growing family. \$5,000. Peter Dyson, (312) 441-5517 days or leave message.

WANTED: For Elan or Europa — set of 40DCOE carburetors with air boxes, top and back plates, in good condition; large-capacity Triumph-type radiator, in good condition; Elan S3/S4 dashboard in bad condition, for reengineering or finishing; four Elan S3/S4 three-eared knock-offs, in good condition; Elan performance-type 4-2-1-Y connector tubular exhaust header, in good condition; four Elan chrome trim rings; Sprint large-diameter muffler system, in good condition; S3 rounded-type carburetor fiberglass air box. Tim Oei, 241 Rowayton Ave., Rowayton, CT 06853, (203) 866-2470.

FOR SALE: 1974 Europa TC S6, JPS, #74-4652R, original owner, all manuals, very low miles before full restoration and only 1,000 mi. since. Balanced and blueprinted Weber engine, 5-speed transmission rebuilt by Lotus Workshop, repainted from fiberglass up with new gel coat. New naugahyde, interior, headliner and dash, much chrome work done to engine and the sway bars. Some spare parts. Covered in garage, pristine condition. (804) 595-6593 days/weekends.

WANTED: Dead or alive—Elan Plus 2 PARTS CAR, condition or degree of completeness unimportant. Peter Saitta, 1775 Barcelona Ave., San Jose, CA 95124.

FOR SALE: Spares for '69 Plus 2—set of four wheels, steel pin drive reversed for wider tracking, good condition, \$40; original glove box with new latch, \$5; radiator with fan, for accessory cooling, \$10; complete valve shim set (63 shims total, including spares), \$100; Elan Plus 2 engine, complete, disassembled, good condition, Zenith Stromberg head/carbs excluded, \$500; one Koni 80V-2037 shock for front suspension, never used, \$50; blower motor and rotor, \$10; seat belts, \$5; exhaust manifold, \$50; distributor, \$50; Girling power brake booster, like new, rebuilt and never used, \$150; ashtray, \$5; Plus 2 parts manual, \$15; Plus 2 workshop manual, \$15; fuel pump, \$35; air conditioner coil, \$5. Above prices or best offer. Mark Lidd, 10896 Adare Dr., Fairfax, VA 22032, (703) 250-1962.

WANTED: 1970-72 Europa S2. Looking for well-maintained car. Engine must be solid, easy-to-start and run cool. Want to do minor repair, detailing and paint. Price range \$3,000-4,000. Mark Cowart, (303) 574-8115.

WANTED: Elan convertible, clean, must be LHD. Prefer pre-1970 with engine updates, but will consider later car. Top dollar for top car. George Brandon, (212) 530-5018 days.

FOR SALE: 1960 Elite S2 parts—Rogalite transmission tunnel cover, battery cover, single carb intake, exhaust manifolds. Bob Pennell, 2496 Timothy Knoll, Poland, OH 44514, (216) 757-2234 (leave message) or (216) 757-0372.

FOR SALE: 1979 Commemorative Edition Esprit S2, #100, black with gold trim, leather interior, air conditioning, Blaupunkt, new Goodyear Eagle GTs. Original owner, all records, all original equipment except tires, cover, workshop manual. Mint condition. \$19,900. Gordon Hilliard, (415) 726-5904 eves.

FOR SALE: 1974 Europa TC Special, 22,000 mi., 5-speed, green/oatmeal. Fresh paint, carbs, suspension, water pump, more. Engine very strong, very nice inside and out. Must sell. \$8,300 O.B.O. Dale Murray, (717) 986-7679 days, (717) 653-5929 eves.

FOR SALE: Lotus 51 body, no patchwork, decent shape. \$150 plus shipping; Lotus 51 frame and rear, forward control arms, stretched 6" in engine bay for road racing, fair condition, \$150 plus shipping. Mike Bucala, (313) 522-8431 eves, (313) 554-6688 days.

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FOR SALE: 1963 Elan S1 convertible, RHD, 1650 cc twin cam, "tall block". Twin Weber 40DCOE, aluminum flywheel. New interior, including Corbeau GT seat, Momo wheel, Blaupunkt AM/FM cassette. New tonneau cover. Spyder solid half shafts, Aeroquip lines, Panasport wheels. Same car advertised in 3/86 *reMARQUE*, reduced to \$6,500. Scott Berryman, P.O. Box 540, East Lake Shore, Big Fork, MT 59911, (406) 837-4243.

WANTED: Headlight buckets for Elan. Only need good outer surfaces for race car use. Norm Maasshoff, (313) 268-5076 eves (MI).

FOR SALE: Simpson fuel cell in steel box, 33" x 10-1/2" x 8-1/2" high. \$200 plus shipping. Mike Bucala, (313) 522-8431 eves, (313) 554-6688 days.

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