

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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"Who We Are"

By Mark V. Pfeffer

We've all heard it; "Everything is bigger in Texas!" Applying the overused quote to Nigel Harrison's rapidly expanding Lotus fleet is not simply rhetoric. Nigel and his wife Cathy have lovingly amassed a stunning fleet of Lotus including a Seven, a new Elise, a Europa, an Esprit V8, an M100 Elan, an Elite (Long time Lotus Ltd. member Richard Parramint helped track the Elite down in The UK) and most recently a Lotus 61 Formula Ford for "Team LOST". But it doesn't end there.

Born in Colwyn Bay, North Wales Nigel moved to our side of The Pond becoming a United States citizen in 1978. Cathy capitulated, marrying Nigel 31 years ago progressing from childhood sweethearts to partners in another love affair, Lotus. Their first Lotus challenge was securing a Europa and it simply grew from there. Being English (Welsh actually), one is born with green and yellow in the veins. Looking at the array of Lotus in the photo both colors are duly represented, yellow dominating.

An active member of the Lotus Owners of

South Texas (LOST), Nigel and other LOST members gather on a regular basis around the Houston area and are one of the affiliate clubs hosting LOG 26 in Fort Worth October 13-17, 2006. In true Texas fashion the group enjoys big drives, good friendship, good BBQ and shall we say fine spirits. Nigel's passionate beverage of choice, a good scotch, to enhance an equally fine cigar. At the LOG 24 hotel bar in Birmingham, Nigel and I shared our common love of fine cigars. Wait until LOG 26!

Nigel shows us The American Dream is still alive and well. His career consists of 33 years in the banking industry including Chairman/CEO of FC Holdings, a bank holding company in Houston with three banks in San Antonio, Waco and soon The Woodlands. Wells Fargo Bank came knocking in 2005 buying Nigel's First Community Bank in Houston July 2005.

OK so Cathy has allowed Nigel to establish a fine Lotus collection. Now what to do with them? One must have an appropriate garage to store such fine works of art. Nigel and Cathy have a four-car garage filled to the gills with six Lotus. Could life get any better? In true Texas style, Nigel you need to make the garage "Bigger"! ☺



Photograph Courtesy of Nigel Harrison

No, this isn't a Texas car show - it's Nigel Harrison's driveway!

ACROSS THE POND

By Gordon Morris

DECEMBER 2005 A lot of water has gone under the bridge – so to speak – since I wrote last month's column. The Club Lotus Autojumble at Stoneleigh came and went, much trading was done, much chat and gossip was exchanged and we all had a pretty good time despite the cold and damp weather that is prevalent in the southern part of the UK in November. Likewise the Historic Lotus Register Dinner at Basingstoke – but out of that gathering – or more properly the Annual General Meeting beforehand – came news of another schism or putsch in the Club, perhaps leading to two separate Clubs sharing the same interest. I'm always saddened when friends fall out and I remain an interested observer, trying not to take sides, whilst the dust settles on the latest changes. Time and a chance for mature reflection often act as mediators in such matters and I hope that some form of accommodation can be reached so that we can continue to enjoy what we've now being doing for some years.

The Seven has been the subject of most effort in the past month. The engine is back together and runs pretty well, but whilst checking the engine after a long run, I noticed a wisp or two of steam escaping from a soldered joint in the top of the radiator. A radiator specialist dunked it in his water tank and applied compressed air; eureka – there were several leaks in soldered joints and the specialist said that the radiator was well past its best. He prescribed a third core – new technology allows three modern cores to fit in the space previously occupied by two – which should markedly improve cooling. A trial fit showed that the bottom end of the radiator is a few thou too big to fit in the cat's cradle of tubes at the front of the Seven, so it's back with the specialist to slim it down sufficiently to allow it to fit. I should have it back in time to fit and test over the Christmas/New Year holiday

Across The Pond (Continued on page 9)

LOTUS REMARQUE

CONTRIBUTORS:

MICHAEL GULLEY publisher;
ANDREW BARRON contributing editor;
DOM GIANGRASSO contributions coordinator;
PHIL CANNON illustrations;
ROBERT SZAKONYI lotus position;
FOSTER COOPERSTEIN magazine watch;
JIM MARSDEN marsden on models;
PATRICK PEAL the ex-files;
GORDON MORRIS european correspondent.

Direct questions or submissions to editor@lotusclub.org

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LOTUS LTD. E-MAIL: hq@lotusclub.org

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Where's My ReMarque?

Michael Gulley, Editor and Publisher

Those of you who happen to read the masthead on the front cover may notice that this issue is dated January, 2006. Yet, we are well into Spring as this goes to press.

So what happened, you ask?

We got behind in publishing, and now we are playing catch-up. You should be receiving several issues in the next few weeks to bring us back in line with the calendar.

For those who may not be aware, your membership in Lotus, Ltd. is based on twelve issues of ReMarque, not twelve months. The rollover date for ReMarque volumes is generally in March. So, this is the eleventh issue of Volume 33. The January date simply follows the last issue that was published.

So, as easy as it would be to pass the buck, don't blame the post office for holding this issue for the past few months.

This is a volunteer organization that is

dedicated to producing the ReMarque, and the club website at www.lotusclub.org. Unfortunately, it sometimes becomes very difficult to maintain a schedule, due to "outside interests" such as work and home life.

However, you can help keep us on track. If you have an interest in writing, editing or helping to produce the layout for ReMarque, please forward your contact information to editor@lotusclub.org.

Meanwhile, the 2006 edition of the club roster will go to press within the next few weeks. If your address changed in the past year, did you remember to let us know of your new phone number(s) (either directly or via your survey/renewal form)? Do we have your current email address? Cell phone number? Has your stable of Lotus cars changed lately? Please let us know of any changes to your listing that we may not have already received by emailing us at hq@lotusclub.org, phoning/faxing us at (301) 982-4054, or writing us at P.O. Box L, College Park, MD 20741.

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Lotus Ltd. would like to thank each participating organization for their support. Remember to mention the Lotus Ltd. discount at time of registration and bring your current ReMARQUE to the event as proof of membership. Discounts may not be combined with other offers. Discounts are subject to change without notice, and participants should confirm their availability before signing up. Club contact: Mark Mazman (630) 240-5059, e-mail markmazman@hotmail.com.

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Magazine Watch

By Foster Cooperstein

(UK) The first official pictures of the new Lotus Europa S dominate the cover of the 13 December 2005 issue of Autocar. Inside there are more pictures and a 4 page article. While an extension of the Elise family, the Europa has a new type number – 121. Unfortunately the car will not be available in the US as it is powered by a non-federalized engine – the 2 litre turbo engine used in the Vauxhall VX220. The styling is the product of Russell Carr, Lotus' in-house head of design. While this GT car is heavier than the Elise, it has a power to weight ratio of 201bhp/ton and will be a good performer. Lotus is claiming 0-60 times of about 5.5 seconds and a top speed of 140 mph. Pricing will be in the \$56,000 range. Production is planned to begin, in Hethel, in July 2006.

In the same issue is a 4 page article, the final report, of a 17 month long test of an Elise 111R by the Autocar staff. After 22,000 miles, they concluded that the car was one that could be used as a daily driver. One big problem is hitting the front spoiler on the pavement when going over speed bumps or coming out of parking garages. An inconvenience, getting in and out, becomes less so as you use the car and get used to it!

The December issue of EVO contains a 2/3rd page blurb about the Elise Sports Racer version. Just 199 of them will be manufactured. This limited edition will be immediately recognized due to the wide white stripes on the either red or blue background. The cars will come with the sports suspension, switchable traction control and several other convenience features. They will be priced at a bit more than \$50,000.

A feature article in the February issue of Classic & Sports Car is about replicars. One page is devoted to the Westfield XI. It was the least expensive car in the group but was a joy to drive. They enjoyed the way it carried speed through the turns and said: "few cars are more fun around wet roundabouts." "More power and grip would corrupt this car's natural charm" was the conclusion of the reviewer. Overall the Westfield scored 49 points, 3rd to the Proteus C-Type Jag at 53 points.

There's a single page obituary in the 29 December 2005 issue of Autosport for Cosworth co-founder Keith Duckworth, dominated by a picture of Duckworth with Colin Chapman, Jim Clark and Graham Hill looking at the then new Cosworth DFV powered Lotus 49. The obituary ends with: "Motorsport has lost one of its few geniuses". How true.

The Exige 240R and the Caterham CSR 260 are among 21 cars contending for EVO's 2005 Car of the Year. These 2 are in "The Real World" group, comprised of "affordable" cars. When the

dust cleared, the Exige was 5th, 3.4 points behind the top rated Clio Trophy and the Caterham 7th, another 1.9 points down. The biggest negative of the Exige was that it is "just too single-minded" to be one's first car, particularly when price is taken into account. Criticisms started with the camminess of the engine and went on to the engine sound, loose gear change and rattles. The Caterham lost points due to its poor weather equipment and its "general discomfort." The reviewer felt that the CSR made great strides forward in bringing the Caterham's creature comforts to more modern times, but was still lacking as to most motorist's desires, particularly at its price. But the thrill is still there.

Topping the "surreal" group was the Ford GT, 2.1 points ahead of the Ferrari F430. The Clio Trophy finished 3rd, 2.2 points behind the Ford.

The Lotus Eleven and 17 and Lola Mk. 1 are compared in the February issue of Octane (9 pages). The Eleven was all dominating until the Lola came onto the scene. The Lola was a true giant killer, giving much more powerful cars all they could handle. The type of track was key. Chapman came up with the 15 and then the 17 in his attempt to best the dominating Lola. They were lighter and more aerodynamic. The reviewer found the Lola's chassis much more modern than that of the Eleven. While the 17 has a lower frontal area than the Eleven, and a beautifully proportioned body designed by Len Terry, it was a bear to drive due to Chapman's insistence that it use struts, front and rear. Chapman wanted to reduce the number of components while Terry wanted to use the wishbones he had designed for the Eleven. They were lighter than the struts Chapman wanted. Even so, the 17 is 110 pounds lighter than the Eleven. It turned out that the car flexed and handled badly. It proved no match for the Lola. That is, until Chapman later offered Terry's double wishbone suspension as a retrofit. During this test, after tweaking the suspension, the 17 was the fastest of the three cars.

The late Keith Duckworth is profiled in a 2 page obituary in the February issue of Motor Sport. Duckworth began his career by taking Graham Hill's position at Lotus working on the Lotus "queer box" transmission. After a few months he left Lotus and started Cosworth engineering in partnership with Lotus #2 man, Mike Costin. When he started Cosworth, to prep race engines, he had never done that before. But once he set his mind to it, Cosworth dominated the field – initially Formula Junior and later on, with Ford's backing, Formula 1 by way of the DFV. And it was always Lotus that was there first with Cosworth.

(US) Three Exiges fill the cover of the 12 December 2005 issue of Autoweek. Inside there's a 4 page article about the Exige and a page about the 2006 Elise. The Exige is set to

go on sale on January 15th. This car generates a lot of downforce – 42 pounds front/40 pounds rear at 100 mph as compared to the Elise's 8.5/4. At top speed – 147 mph, it generates 90 pounds of downforce. It sticks!! The biggest changes in the Elise are a fly-by-wire throttle system, new seats, traction control (optional) and a roof that doesn't leak.

Anarchy From the UK blares from the cover of the February issue of Hemmings' Sports & Exotic Car magazine and orange and white Exiges fill the cover. Inside is a 6 page article. The reviewer's biggest complaint was the use of the start button. He also found that the limited slip diff was not worth the cost or the handling effect (he found it to act irregularly) on an Exige with traction control.

LCU held a press day for the Exige at Virginia International Raceway and Road & Track was there. The result is a 4 page article in the February issue. The author was a participant at the recent test day at Virginia International Raceway. Other than the optional limited slip diff, which he felt might be good for a tight autocross course, he loved the car. He found the Exige to be a car "that is sucked toward apexes as if they were black holes." This is a car that will pass many a more powerful car on the track.

Motor Trend also drove the Exige at VIR. There's a page review of the car in the February issue. Another Exige lover. The reviewer says that the car looks like something costing twice the price, finds that the car takes the "already dedicated Elise underpinnings to a higher level."

More Exige mania. The February issue of Car & Driver contains a ½ page article about the Exige, entitled "The Perfect Track Toy". They drove the car at Virginia International Raceway and clearly the Exige's downforce generating bodywork worked. Where the Elise slid, the driver was able to keep the throttle pinned. The tester concluded his article by saying "If the Elise started an IV of driving nirvana, the Exige simply ups the dose."

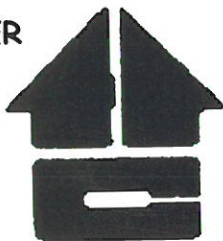
The February issue of Automobile took the Exige one step further – it compared the Exige with a Ferrari F340 at the Carolina Motorsports Park (7 pages). The F340 costs \$208,000; the Exige \$54,000. The Ferrari has almost 300 horsepower more than the Exige but weighs more than 1,100 pounds more than the Exige. The Ferrari is loaded with hi-tech electronics such as stability and traction control and an electronic diff. The Exige stood up well and on a less than perfect day was about 5 seconds slower at almost 2 minute lap times, .8 seconds slower in 0-60 times and 1.6 slower in the ¼ mile. Cornering and braking were about even. All in all, the reviewer found the Exige to be a reasonable substitute for the Ferrari in that spot reserved in most person's garage for a sports car. 🏁

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Victory by Design- At Last, Lotus

Story and Pictures by Mike Pearce

Birmingham, AL - our long wait is over. Alain De Cadenet and Gemini Pictures, producers of the outstanding "Victory by Design" series as seen on Speed Channel, recently wrapped up a three-day film session covering our pride and joy. Facilities were provided to Gemini by the Barber Motorsports Park and Museum, venue for several LOG 24 activities in August 2004. The Alabama Lotus Car Club ALCC), Barber Museum and Lotus Cars-US provided a variety of road and race cars and an unsuspecting car rental agency provided the camera car used in high speed chase scenes. Additional filming will take place in Hethel, where Clive Chapman will provide several important Loti for the show- at last report, a Clark 49, Fittipaldi 72, Andretti 79 and Senna 99T. The film should be completed in December for broadcast, followed by commercial release of a DVD (www.victorybydesign.com).

Filming was broken up into two main sessions. The first was the Sunday presentation of the road cars in a concours setting, with Alain commenting on each model together with a back roads scene of Alain driving several cars while leading and following the camera car. The cars in the concours were a 1958 Elite, 1964 Elan 26R, 1973 Europa Special (JPS #001), 1987 Turbo Esprit, 1991 Elan M100, 2003.5 Esprit V8, 2005 Elise and 2006 Exige. Cars used in the back roads drive were the Mark 1 replica (seen at LOG 25), 1958 Elite, 2005 Elise and 2006 Exige ("Storm Trooper" white, also seen at



Alain De Cadenet squeezes into the Mark 1

LOG 25). The second segment on Monday and Tuesday filmed Alain driving 20 or so of the Lotus collection from the Barber museum around the track and back roads, again with the camera car in hot pursuit. Your author attended the Sunday event but only a small part of Monday due to conflicts with, of all things, work!

Lee Clark, curator of the Barber Lotus collection, well known to many Lotus, Ltd. members, managed the event. At the request of Gemini's staff, Lee invited three ALCC members to bring their cars. Their objective was to have a representative sample of the Lotus road car design progression, so the ALCC cars (Turbo Esprit, Europa Special and M100 Elan) filled some important gaps. ALCC members Mike Pearce, John Higgins and Ed Jones arrived Sunday morning around 9:00 AM, amid the roar of a motorcycle track day, which was just the thing to send a director into orbit when trying to film on time and on budget. Nevertheless, we were able to film during the breaks of the ride groups, but it certainly added to the long hours (we finished at 6:30 PM). Alain is quite a gentleman, and very accommodating and all of us were impressed by his knowledge of cars, driving skill, demeanor under stressful conditions and professionalism. Alain really understands and appreciates the Lotus story, the success and legacy of the cars, the breeding ground Lotus created for famous designers and drivers over the years and in particular the story of Colin Chapman and all his accomplishments, with the odds often stacked against him. We were also impressed by the skill of the camera car driver. But possibly most impressive was the lack of fear of the camera operator, who sat in

Victory By Design (Continued on page 5)

VICTORY BY DESIGN (Cont. from page 4)

the back of the camera car (a Subaru wagon) mere inches from a Lotus on his tail, strapped in with a variety of nylon harnesses while he operated a camera, observed a monitor and breathed exhaust fumes the entire day. Alain's preparation for the road car review consisted of digesting William Taylor's *"The Lotus Book-Series 3"*. He was matching the actual cars with the pictures, noting the specifications for his presentation. He was quite confused when he tried to find the V8 Esprit, as it is listed in the Type 82 page, where the year of V8 production is out of sequence somewhat with the year that type is listed. He enlisted my help and I was happy to assist in some small way. Alain probably did 20 takes, from a variety of angles, requiring us to move the cars from one side to the other in the manner of a real Chinese fire drill. Some retakes where necessary to correct misstatements and deal with interruptions of motorcycles firing up on the nearby track. After the final take was completed, Alain did a couple of voice-overs so they could later dub over a few minor errors. We were afraid to correct him when he was doing a voice-over to amend the 1987 Turbo Esprit specs, but he still said 165 HP instead of 160 when discussing the NA 907 engine. He also kept lowering the weight of the M100 at each take, finally settling at 2000 lbs, when it should be more like 2250. I thought of saying something, but I think he was worn out and it may have irritated him to no end, so my apologies to the M100 and Esprit NA 907 crowd for small inaccuracies. Alain made a very enthusiastic presentation of each car in his famous style, full of vigor and relaying a sincere appreciation for each car. He is truly a master of presentation. His last words in the segment, after fawning over the Exige were "oh, and look, I see a race track down there. Now let's see what she will do, shall we?"



Checking figures from The Lotus Book...

During breaks of filming the road car review, Alain drove the Mark 1, Elite, Elise and Exige (Barber and LCU cars) on some back roads on the property. The Mark 1 was filmed before I arrived, but I did witness the

others. The camera car had the back hatch propped open by metal rods, with a camera mounted on both the hood (remote control) and one in the back. The director was in the passenger seat, a "volunteer" (me) in the back seat for "ballast" of some sort and the aforementioned camera man in the way-back. Little did I know when they asked me if I wanted to ride in the camera car what was getting ready to happen.



The infamous Subaru camera car.

Lee Clark was the first "volunteer" to ride in the back seat, as ballast for the calmer Elite shots. However, I ended up riding during the Elise and Exige film sessions trying to either keep up or sprint ahead with Alain De Cadenet licking his chops. All I can say is that there were a couple of times where I thought we had bought the farm, so to speak. The Subie would tear off through the woods (anyone who has seen the VBD shows understands what I'm saying here) with Alain no more that 2 feet behind the bumper, with me turned around backwards, looking in a TV monitor, and then back at Alain's car, breathing exhaust fumes, expecting a collision at any second, all while getting tossed about in the back seat. Then, Alain would get in front and the Subie would be right on his tail, with the director in the front seat barking instructions to the driver as we tore down the road, tires screaming. Alain would be providing commentary on his remote microphone while all this was going on, cool as a cucumber. It was literally like a centrifuge ride at the state fair. After it was over with, I was glad he didn't drive my car! The driver mentioned they had been doing this since 1994 and had the timing down perfectly, so I assume they decided not to opt for the collision insurance offered by the car rental agency.

Overall the day was quite enjoyable, spending time with

Alain, his crew, Mark O'Shaughnessy of LCU and fellow ALCC members. I had a big grin when I got home and my wife said, "You enjoyed yourself, didn't you?" Oh, Yeah!

Monday and Tuesday were days for filming Alain driving twenty or so of the Barber Museum cars on the track. On Monday, I went to the museum at lunch to give Alain the October issue of "Automobile" magazine, which crowned Lotus with two of the top ten sports cars of all time (original Elan and Elise). Hopefully, he'll work this information into the show. Although I could not participate Monday or Tuesday, I did see Alain when he drove an 18 down the street like he was in a Chevrolet to the Museum entrance where I was standing after delivering the magazine. Alain spent some more time with John Higgins, fellow ALCC member, who was also there to pick up his car from the day before. Alain joked about how the 18's seat was wide enough for a good-sized rear end, where other cars he had driven over the years hardly allowed one to move. The crew then arrived to set up some filming and Alain walked off to rehearse his words while I returned to the salt mine.

By the way, if you ever stumble across and considering buying a light green, four-wheel drive 2005 Subaru Station wagon with bald tires, move on to something else. ☹



Our helpful Lotus owners pose with the host of Victory By Design.

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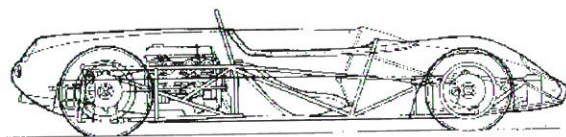
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Pit Stops

(Submit Local Group Events to Dom Giangrosso, dglotusltd@optonline.net)

- April 22 (Sat)** Lotus Enthusiasts Organization at the New York International Auto Show for the third year. The LEO tent will be in the inner roadway of the Jacob Javits Convention center from 11am to 8:30pm. Cars on display are already committed but visit if you are going to the show.
- April 30 (Sun)** Lotus Enthusiasts Organization meets in Jones Beach NY (Tentative) at the Captee Boat Basin, on the east end of Robert Moses Causeway. Meet between 8 and 9AM, the earlier the better. Large car show. Admit to park is \$6. Plans are to have lunch nearby. Contact Mark Vinelli x3v614@yahoo.com or 631-645-4487
- May 2 (Tue)** Club Lotus Northwest meeting at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- May 7 (Sun)** Lotus Enthusiasts organization of NY/NJ will be attending the Grand opening of Park Avenue Lotus at 243 West Passaic St, Maywood, NJ at 10AM. Join the party, test drive a Lotus and marvel over the new Exige with us. Contact Tony Francica at athony@parkaveacura.com
- May 13 (Sat)** Lotus Owners South Texas Monthly meeting (2nd Saturday of every month) at Star Motor Cars, Houston at 10am. After the meeting, cruise and lunch.
- May 13 (Sat)** Great Lakes Lotus, Ltd. Monthly Meeting, Second Saturday each month, 9:00am, Auto Europe-Service, 677 South Eton, Birmingham, MI 48009. Contact Brian Cuyler 248-926-5327, cuylers@bcuyler.com
- May 16 (Tue)** Club Lotus Northwest meeting at the Portland Brewing Company, 2730 NW 31st Ave., in Portland at 6:30pm.
- May 20 (Sat)** New England Lotus Lovers invites you to start your engines at the Peridchizzis. See www.NELLI.org for more details.
- May 21 (Sun)** Upper Midwest Lotus Ltd. Affiliate Inter-Marque vintage foreign car show 11am to 3pm at the Radisson Plymouth, northwest corner of I-495 and Hwy 55. The show is free but the awards banquet afterwards is \$16 (3 to 5pm). RSVP for the dinner to Phyllis Galberth (not a UMLLA member) at kgalberth@visi.com or contact Aaron Courteau at elanplus2@earthlink.net

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Election Notice for Lotus Ltd. Board Candidates

It's time again to prepare for the election of your club's officers. If you are interested guiding the direction of Lotus, Ltd. here is your opportunity. All you need to do now is make your intent known.

Nominations for candidates to serve on the club's Board of Directors for the 2006-2007 term are now open. Candidates must be members in good standing of Lotus, Ltd. and reside in the U.S., Canada or Mexico. All eligible members may run for any position by having someone nominate them, or by placing themselves in nomination. The nomination must be for the specific position or office sought: (President, Vice-President, Treasurer, Corresponding Secretary, Recording Secretary) or an at-large seat (four are available). Candidates may accept a nomination to no more than one specific position or office.

Nominations and acceptances must be received by the Corresponding Secretary no later than Friday, June 2, 2005. Election ballots will be printed in the July issue of ReMarque, and the new Board is expected to begin its term during the October board meeting.

For more information on the issues currently before the board and the duties of the various board members, contact President David Nagler or any other board member (phone numbers are listed in the masthead). Nominations should be sent by mail to Lotus Ltd., P O Box L, College Park, MD 20741, USA; by email to hq@lotusclub.org; or by fax to (301) 982-4054.

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ACROSS THE POND (Cont. from page 1)

period.

While I'm at it, I'll brace the radiator to remove stresses on the hose to the swirl pot which is the only top support; we suspect that the Ford engine's endemic vibration was transferred to the neck of the top pipe and probably caused the soldered joints to fail. We'll soon see if it has worked – and we've also come up with a better means of fixing a modern Japanese electric fan to the radiator. Cooling on this Seven has always been a bit marginal, but I've got away with hot weather and heavy traffic this far. Next year, we plan to go to Le Mans in July. The weather will be hot and traffic will be slow. That's why I'm taking no chances and set about fixing these matters before we set off. Come to think about it, the fairly small water loss I noticed in the autumn was probably as much to do with the radiator leaks as it was with the head bolts. Morale: Fix it as soon as it presents itself and before it lets you down.

Winter servicing continues between attending to the radiator. The Seven and the Elan are side by side in the garage with axle stands under the front. Engine oils and filters are changed at the same time and the largely similar front suspension and steering are both serviced together. One of my least favourite jobs is oiling the Lotus steering trunnions with EP 90 gear oil. The only way to do this properly is by using a pressurised gun filled with that sticky oil. I keep two Wanner grease guns – one filled with LMP grease for steering rack, wheel bearings etc; and the other for EP 90 for the trunnions on both cars. If I leave the oil in the gun between services, it'll run out and make a foul mess on whatever's underneath. So I drain what's left back into the oil container when I've finished. I must have done this job dozens of times but I always manage to spill some on the bench or on the floor. More fun comes later when I top up the Elan and Seven diff with the same oil using

a 500cc syringe. This time, I'll do my best with drip trays, newspaper and cloths, but some always escapes to mess up the floor or the workbench.

Once the Seven radiator is back in position, the next job will be to retard the ignition timing a touch. The book setting is 11 degrees BTDC and is probably too much advance, taking into account the octanes available from modern unleaded fuel. The car was designed in the palmy days of 100 octane 5 star petrol. The car sometimes pinks a little under load, so I'll retard it by a couple of degrees and see how it goes on the road.

Then, when that's done and the servicing finished, I'll tackle the third part of this winter's project – fitting an electric fuel pump to the Seven. The Elan has had such a pump since I built it twenty years ago and it works well. It fills up the Weber float chambers straight away without having to turn the engine over to allow the mechanical pump to do its work, so I hope for the same instant starting from the Seven that I've always had from the Elan. The pump will be mounted near the tank, under what passes for boot (trunk) space and the removal of the original pump will free up some space at a congested area of the engine bay. It will be easy to put everything back as it was if I (or the next owner) decide to do so.

I try to only carry out one project at a time. Apart from avoiding chaos – and domestic disagreements - when different parts of the car and tools are strewn all over the garage, it makes sense not to change anything else until the previous work is complete and settled down.

By the time all this is finished and I've seen to a bit of touching up of paintwork – it's far too cold to even think of spraying until Easter – the aim is to have two Lotuses that are 100% serviceable ready for the spring, summer and autumn demands that will be made of them. By doing this work systematically and allowing plenty of time for each part, with testing and fettling in between, the whole business becomes enjoyable, and not a pain. If things aren't going too well in one area, I'll leave it and turn to another, coming back to the earlier one later on. One of the best solutions I've found to intractable problems is to go away and have a cup of tea, do something else and then come back with a fresh mind. By then, whatever it was that was not right is seen in its proper context and a solution soon emerges.

For the time being, though, I hope to have done most of the work I've described by the end of the Christmas and New Year holidays. All I'll need then is a dry, sunny day with no salt or ice on the roads, so that I can give both cars a good run around local roads, letting everything get good and warm. If (fingers crossed) all is well, then I'll have to think of something else to do to keep me occupied during January, February and most of March. ☺

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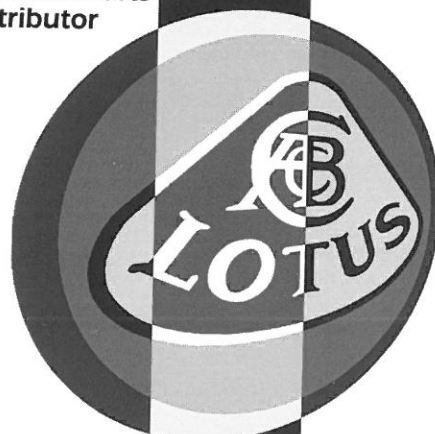
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CARS FOR SALE

1977 ESPRIT S1, yellow, tan/brown int., Dellortos, custom alum. rad., Turbo water pump, ceramic-coated headers, rebuilt eng., Turbo-style eng. mounts, many upgrades, xInt., 1st in class at LOG 25, 44K mi., restoration pix & receipts avail. Dave Lindemann, dlindemann@aol.com, (651) 762-8561 (MN).

1991 M100 ELAN, mint, 51K mi., 2nd owner, full docs., always garaged, meticulously maint., new master cyl. & timing belt. \$17,000. Rodney Woods, (239) 403-4093 (TX), riwoods@sbcglobal.net.

1972 ELAN SPRINT DHC, 167 hp eng. by MWE w/dyno sheets, Webers, new white paint, full Spyder conversion (chassis, suspension, roll cage & rear axles), fully rebuilt, reliable daily driver, new dash, w/s & +2 F. brks., modern ignition, K/O Panaspors, new A032Rs, 100-mph 1/4-mile, needs nothing. Gilbert, (973) 401-1593 (NJ), essentialbusiness@patmedia.net.

LOTUS 23 REPLICA, meticulously built, Rob Walker colors, 1700cc crossflow w/ sprint cam, street-licensed, spirited performance, pix avail. \$28,000. John Schneeman, jmschneeman@msn.com, (206) 854-6706 (WA).

2001 ESPRIT V8, yellow, black int., 11K mi., xInt., chrome-plated rims & near-new Michelin Pilot sports, extra tires, glass roof, wind deflector & 3 exhaust sys., Optima yellow-top battery, battery tender, many performance upgrades, meticulously maintained w/ all docs. Joe, (913) 485-4968 (KS).

1991 M100 ELAN, red, 16K mi., xInt., several upgrades. \$18,500. Bob, rveltz@Rochester.rr.com (NY).

PARTS FOR SALE

FOR ELAN. Bean rear flares-take-offs, \$50 plus ship. Jim, (724) 728-4663 (PA), jalimen@aol.com.

GORDINI ENG., R-17, w/ comp. F.I., alt., start., \$350. Jim, (724) 728-4663 (PA), jalimen@aol.com.

FOR 1990 TURBO ESPRIT SE. Stock factory muffler, good, fits others, free plus ship. Bill Rabel, (360) 588-1810, brabel@dlux.net.

MISC. FOR SALE

BOOKS. *Glenn's Foreign Car Repair*, 1960s repair data, \$35; *Cosworth, The Search for Power*, Robson 3rd ed., \$30. Plus ship. Jim, (724) 728-4663 (PA), jalimen@aol.com.

SWING TRAILER, single axle, Lotus green, powder-coated Lotus yellow wheels, oak plywood side panels, marine-grade beige custom-fitted cover, looks good, used 1 season, fully waterproof, used for 51B FF but should fit most open-wheeled cars, \$800. Tom, thomasmarina@aol.com, (248) 343-0102 cell (MI).

CARS WANTED

ELAN, S3 or S4 Coupe, Or Lotus Elan+2. I am looking to buy. All cars considered, but would prefer Weber head car that is all there. Projects, mechanical problems, needs paint, electrical, put together? All OK. Although would be nice to get a driver for once. I am located in southeastern Arizona. Prefer car in Southwest but all cars considered. I would ship for right car. Reply to Steve Vukobratovich vukosj@msn.com or phone 520-378-4665.

PARTS WANTED

FOR 7 S3. Weber intake man. for Cortina crossflow eng. Terry Edwards, terry.edwards@telus.net, (604) 944-1969 (BC).

FOR EUROPA. Two Panaspors wheels. Jim, (910) 358-3953 w or 327-2643 h (NC).

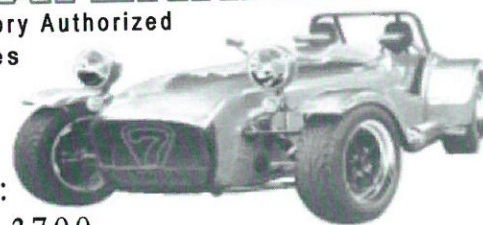
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