

# LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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## LOG 26

### Quite the Stampede After All...

By Dennis Rooney • Photos by David Nagler

Well, as hard as it is to believe, LOG 26 is over and in the past. I can't remember a single time in my life where I've worked so hard and yet had so much fun! As I'd noted in the LOG 26 Event Guide, I feel that the real value in each and every LOG is the people we meet and the friendships we form and reinforce each year. For me, and I hope for many of you, this LOG was no different in that regard.

I took particular delight in finally putting faces to many of the people who'd provided advice and assistance during my tenure as LOG Chairman but whom I'd never met. David Nagler, President of Lotus Ltd., was one of these individuals whom I not only finally got to meet, but managed to form a friendship bond with that I hope will last a lifetime. And I can't discuss meeting David without also mentioning his delightful wife, Sandy who, like David, had been little more than a voice on the other end of the phone until LOG. Though he's well known throughout the Lotus community, LOG 26 provided me with the opportunity to finally meet Mark Pfeffer. One thing I've got to say about Mark; he's TALL!! Mark, as the previous LOG Chairman, not only was a lifesaver who provided both advice and encouragement in the time leading up to

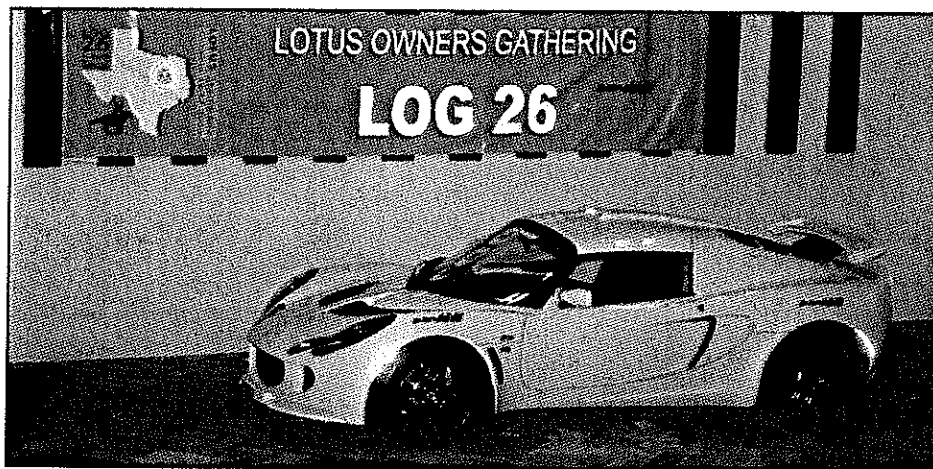


LOG; he also served as the LOG 26 Sponsor and Vendor Chairman. As such, I owe Mark a debt of gratitude that I'll probably never be able to fully repay. Thank you Mark! Since I indicated that Mark was tall, on the opposite end of that scale is someone else to whom I owe a great deal of thanks. Someone else in fact that, though I'd spoken too many times, I'd never actually met. Those that know Cora Gregorie will know what I mean when I say that she's SHORT!! And anyone who'd seen me up on that stage will realize that it takes a lot for me to call anyone short!! I

now consider Cora a very special and eternal friend as well as another person who will always have my gratitude for the support and assistance that she provided, not only for managing the LOG Registration duties with the Registration Chairwoman, Gloria Howell, but for her continued assistance with all aspects of LOG that she so willingly made herself available for over the course of the entire weekend.

I also had the opportunity to meet a number of other individuals notable to me as having spoken to or emailing them throughout the years without ever having met them. Specifically Jeff of JAE and Frank of Sports Car World come to mind, as well as Dominick Munof, Jim Cummings and Dr. Hess. Dr. Hess as it turns out is really a medical doctor and was kind enough to provide a medical diagnosis for me while he was literally walking out of the hotel to head for home. Thanks again Dr. Hess.

I've been pleased and honored to have many, many people call or email me to indicate what a great time they had and how much they enjoyed all the aspects of LOG 26. One of the many highlights of this year's LOG was the unveiling of the new Exige S during the Friday night Reception by Colin Price of Group Lotus PLC and sponsored by Lotus of



LOG 26 saw the first showing of the Exige S in the U.S. There was plenty of opportunity for Lotus, Ltd. members to get up close and personal with it as Colin Price and Nick Adams gave lucky members spirited rides during the first of two track days.

(Continued on next page)

# LOTUS REMARQUE

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Clear Lake. It was an honor to have LOG 26 chosen as the venue for this prestigious event. And I thoroughly enjoyed my ride in the new Exige the following day from the Concours to the hotel with Nick Adams at the helm.

Saturday morning saw a number of people enjoying the M100 Breakfast followed by the Tech. Sessions arranged by John Walker. Though the turnout was small, those that did attend the annual Lotus Ltd. Board of Directors meeting were spirited and vocal which is the intent of this event. Where better to meet returning and incoming Board members and to voice your opinion on any subject related to Lotus Ltd.? We even managed to coax a few members to be volunteers with club related activities for the upcoming year. My thanks go to those willing to offer their time and energy to the club.

In particular it appears that everyone enjoyed the Concours held at the Circle R Ranch thanks to the efforts of the Concours Chairman,

Michael Holmes and made possible by the generosity of Lotus of Atlanta with lunch sponsored by Overseas Motors of Dallas. Having a sit-down lunch with drinks available all day along with a climate controlled building complete with entertainment area and bathroom facilities all situated so that these features could be enjoyed while still being able to view the entire Concours field certainly seemed to be a hit! A number of people got a kick out of seeing Doug Chadwick two stories above the ground on a scaffolding platform in order to take the panoramic photograph of the Concours field. And in what seems to have become an annual event, who can forget the "runners" who, after having their image taken on one side of the field, run behind the camera to the other side of the field as it slowly panned from left to right to have their image appear on both sides of the photograph? It also seemed that postponing LOG until early October worked in our favor as the weather cooperated all

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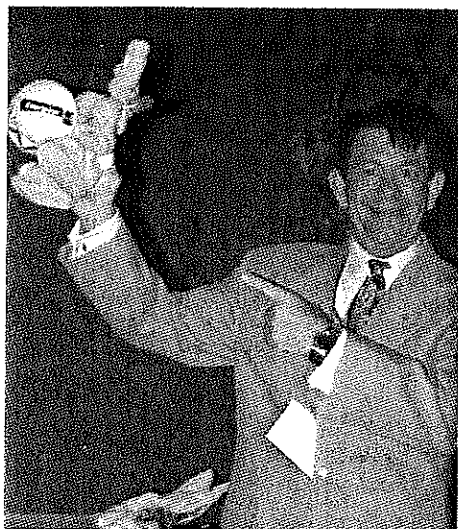
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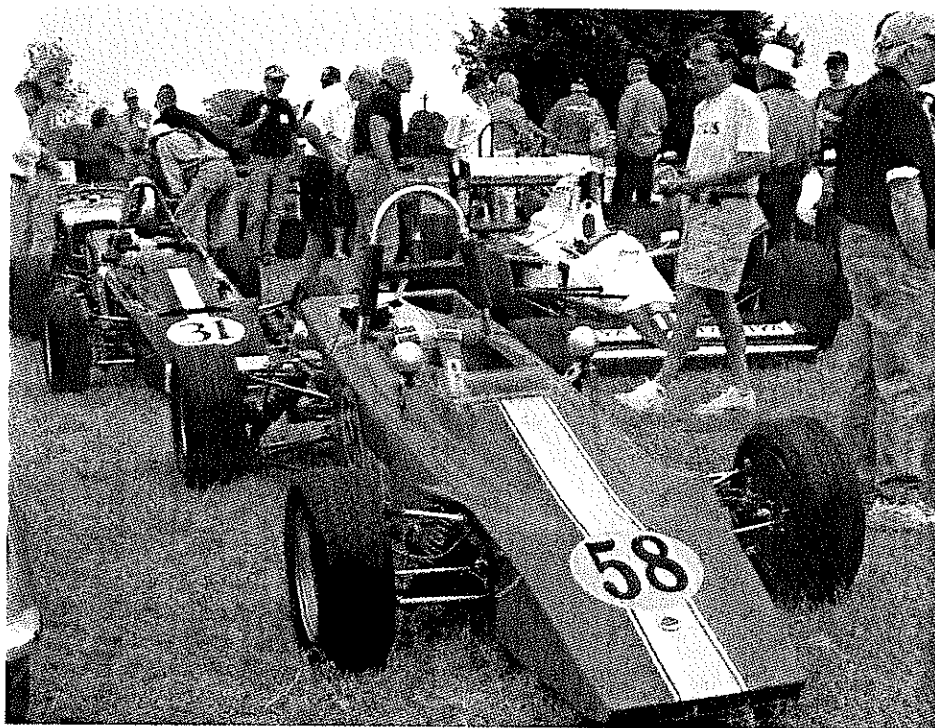
LOG 26 Chairman, Dennis Rooney aka "The Energizer Bunny" displays the gratitude of his LOG committee.

weekend with the exception of a small rain shower that caught some people returning to the hotel from the Concours and a rainy first Track Day morning.

Turning the Master of Ceremony duties over to Richard Parramint after initiating Saturday evening's Banquet, I was pleased and surprised that someone with such a strange accent could be so funny. Nick Adams of Group Lotus PLC did an outstanding job of both making a presentation and of answering questions regarding the development of the Lotus Exige. And who expected everyone to be regaled with a photographic blow-by-blow account of Richard being arrested and handcuffed by one of Texas' finest?? We're fortunate Richard managed to extricate himself from what appeared to be a sure-fire trip to the hoosegow in order to take over the MC duties that evening... Though David Minter and Alastair McQueen of The McQueen Driving Experience were invited to LOG primarily as Track Day experts and instructors, the question and answer period put on by them and Richard was hilarious! Many thanks go to Richard, David and Alastair for their truly entertaining and off-the-cuff performance.

Sunday dawned bright and early for those who decided to engage in the Autocross, sponsored by Yesteryear Motorsports and held by the local chapter of the SCCA at the Texas Motor Speedway. The huge infield area available for our use made for a challenging and exciting course.

Many who didn't participate in the Autocross chose instead to involve themselves in the self-paced Scenic Ride/Gimmick Rally compliments of Star Motors of Houston. Steve Brightman concocted an imaginative, challenging and enjoyable road course including a scenic



50 LOG attendees fill the Saturday Banquet to hear Lotus' Nick Adams

stopover for lunch.

The advent of the two-day Track Day event, sponsored by Yokohama Tires, was certainly a boon to the boy (and girl) racer crowd. We were fortunate enough to be able to utilize the Texas Motorsport Ranch this year. With Al Brussich and Andy Barron on hand to ensure that all the rules and regulations were adhered too everyone got a chance to have a great time with no accidents or injuries. True, Monday morning was much of a rain-out (literally) but the afternoon and all day Tuesday turned out to be a blast for all those that participated. Though I missed seeing it personally I understand that an individual who shall remain unnamed (psst...it was David Nagler) managed to pilot their Elise through enough mud (you know...that stuff that's OFF

the paved track) as to coat the INSIDE of his windshield with it. I just hope it washed off the inside as easily as it did the outside of the car. Fortunately, no permanent damage (other then to his pride) was done!

As this was but my second LOG, I tried my best to take every opportunity to meet and engage in conversation those that were strangers to me. Due to my busy schedule I didn't get to make as many friends as I'd managed at LOG 24, but now I can look forward to meeting new people and making new friends at LOG 27 without the distractions of being Chairman. I'm certainly looking forward to my next LOG I sincerely hope that everyone will be able to join us in Aspen next year. Looking forward to seeing you there...

## LOG 2006 - A Hard Luck Tale

An Essay by Tom and Maria Smith

A rhyming hard luck essay about the couple's trip to LOG

There was an old man from Texas  
Who said to his wife over breakfast  
The Europa's a fine steed  
She will take us with speed  
To the inn and the ranch where the LOG is

Wifey said, let's take a spare wagon  
So at least I can fit all my bags in  
And I'd feel good inside  
To have a spare ride  
Just in case the Lotus starts draggin'

From this woman, he know'd to expect it  
But Tom, well he had to reject it  
We don't need no truck  
There'll be no bad luck  
The car's good, I know 'cause I checked it

So on the trail they went  
(at least one of them quite content)  
But around about noon  
Tom's face filled with gloom  
For a bearing on the rear axle was spent

The part was totally shot  
But Tom was nonplussed, fear not  
I have a spare!  
Ma heard him declare  
And on the shoulder he fixed it like snot

So they're back on the road with a smile  
Cause they'll be at the inn in a while  
But what is that sound?  
As it comes round and round?  
Could it be that our car's run aground?

Yes indeed the tire was flat  
And the spare wasn't really all that  
It will do, I say  
Then I'll throw it away  
When we get to our comfortable flat

It was dark when they reached the hotel  
(when the guests heard language not to tell)  
Though the ignition was cut  
And the light switches shut  
The headlights were still brighter than Hell!

So what of our couple from Texas?  
With a car that all day they had messed with  
Will they still pine  
Cars of Colin's design  
Or will they drive the next LOG in a Lexus?

## Lotus Car Care Tips

Article and Photos by Atwell Haines

Part 5 of 5

Interior Care

Keeping the interior of your car clean can be a challenge. There are ample chances of scuffing and smearing your car's interior surfaces and the variety of materials used each have their own demands. Especially in the driver's area, dirt and grime will be constant. So it pays to keep it clean.

I know I wash the exterior of my car more than I clean the interior. But there are things you can do when you wash the outside of the car that will keep the inside looking good. Whenever I wash the car I:

Shake out the floor mats

Wipe down the dash-top, steering wheel, and drivers seat, and the driver's door panel and sills

Wipe the inside windows with a damp towel. I use the one I used for final drying of the exterior. This keeps the windows clean and only takes a minute.

On a less frequent basis, you want to vacuum the carpets and dash, and clean and treat the leather.

Vacuuming is a no-brainer. Use a soft bristle brush attachment to clean around door switches and dash vents. Use an upholstery brush (short or no bristles) to do carpets and mats. Then use a non-scratching rubber crevice tool to get in the corners and behind the seats. Don't scratch the leather!



Let's talk more about the leather. That's SKIN, and it needs to be treated periodically. I clean it with a household surface cleaner like Fantastik or 409, but don't forget to rinse off the soap and dry the leather. For stubborn stains like door handles or the wrinkles in the leather, let the soap sit for a minute, stroke it with a soft brush like a toothbrush to get the dirt out, then rinse and dry.

The soap will remove the sheen from the leather and dry it out, so it must be treated afterwards. Leatherique has excellent products for this, and you get a discount as a Lotus Ltd member. I have also used treatments such as Lexol or Connally Hide Food, which have lanolin and a spirit base. With all of these products, follow the directions... each requires time to penetrate for lasting protection. I like to do my leather once a year, just before winter. I treat the leather, then let it sit overnight. Buffing it with a bath towel removes excess treatment (you don't want to clog the leather's pores!) and brings out a nice, low luster shine that is soft to the touch.

On the Esprit, I do the leather dashboard more often since it is exposed to the hot sun. Same with the top of the door panels and the seat's side bolster (you know, the one you rub on when you slide into the car). In a drophead (convertible) you want to treat all leather more often, for the same reason.

When you regularly treat your leather seats, they will repel dirt and moisture, which is especially important in a convertible.

Keep up with the dirt. For example, if you notice dirt stains on the carpets after vacuuming, use a carpet or upholstery cleaner immediately, before it has a chance to "set".

If your interior has a lot of vinyl (like the dash-top and door panels) frequent use of the Fantastik keeps them supple and crack-free. I don't like the look or feel of protectants like Armor-All, but it DOES make an excellent penetrating oil. Hmm. ●



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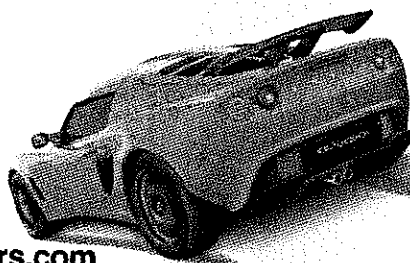
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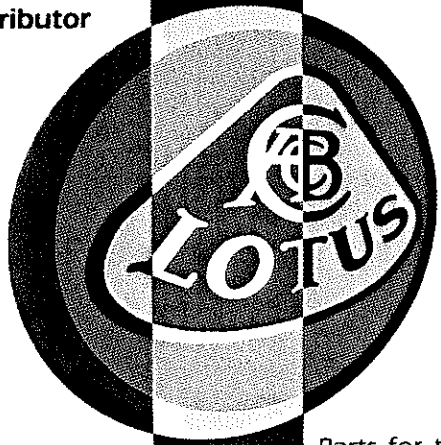
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## LOG Autocross Results

<b>"Lotus Modified" - Total Entries: 2 Trophies:1</b>				<b>Times</b>				<b>Total</b>
1 (T)	1	Keith Ponnar	Lotus	79.813	74.641+1	75.074	<b>72.613</b>	<b>72.613</b>
2	11	Adrienne Boer	Lotus	87.830	79.845+1	76.649	<b>73.940</b>	<b>73.940</b>
								1.327
<b>"Lotus Sevens" - Total Entries: 1 Trophies:1</b>				<b>Times</b>				<b>Total</b>
1 (T)	14	Bill Brenner	Lotus	71.259	77.964	70.193	<b>68.702</b>	<b>68.702</b>
<b>"Lotus Elise, Exige, 340R" - Total Entries: 7 Trophies:3</b>				<b>Times</b>				<b>Total</b>
1 (T)	13	Scott Bowman	Lotus	76.361+2	65.156	<b>64.445</b>	64.643+1	<b>64.445</b>
2 (T)	2	Colin Price	Lotus	64.431+DNF	66.884	65.886	<b>65.094</b>	<b>65.094</b>
								0.649
3 (T)	21	Nick Adams	Lotus	71.989	67.147+DNF	68.143	<b>66.108</b>	<b>66.108</b>
								1.014
4	11	David Nagler	Lotus	74.472+1	81.838+1	71.705	<b>69.230</b>	<b>69.230</b>
								3.122
5	12	David Koski	Lotus	75.280	<b>70.071</b>	90.424+DNF	87.048	<b>70.071</b>
								0.841
6	3	RichSoule	Lotus	83.806+DNF	94.972	78.350	<b>76.354</b>	<b>76.354</b>
								6.283
7	1	Glenn Cahoon	Lotus	93.466+DNF	85.208	86.255	<b>82.894</b>	<b>82.894</b>
								6.540
<b>"Lotus Others" - Total Entries: 2 Trophies:1</b>				<b>Times</b>				<b>Total</b>
1 (T)	1	Mark Michalski	Lotus	70.587	69.012	<b>67.493</b>	65.615+1	<b>67.793</b>
2	26	Ted Dobbie	Lotus	95.213	87.087+DNF	<b>83.621</b>	82.159+3	<b>83.621</b>
								16.128
<b>Top Times of Day</b>				<b>Top Times of Day</b>				
Raw Time	54.743	Class	Driver	Street Modified	66.848	Class	Driver	
Pax	49.574	XF12585	Darrin Towers	Modified	58.710	SM233	James Siros	
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Touring	65.514	ESL21	Amber Stoltz	Pax	51.011	FJ198	Adam Starr	
Touring Ladies	64.362	STU66	Terry Fair	Tire	54.457	XES67	Matt Lucas	
Street Prepared	60.717	STUL66	Amy Fair	Novice	56.705	TDS5	Brian Buchanan	
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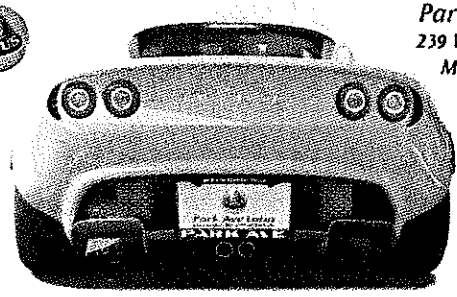
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## LOG Concours Results

### • Best of Show

Bob Korman, 1971 Elan

### • Lotus 7

1st - Ross Robbins & Ann Whelan, 1968 Lotus 7

2nd - Bill & Cheryl Baldwin, 1962 Lotus 7 Series 2

### • Elite (Type 14)

1st - James & Laurie Goodman, 1963 Elite S2

### • Elan S3/S4

1st - Bob Korman, 1971 Elan

2nd - Ted, Barb, & Kendra Dobbie, 1970 Elan

### • Elan (M100)

1st - Gloria Howell & Steve Phy, 1991 M100 Elan SE

2nd - Steve Brightman, 1991 M100 Elan SE

3rd - William & Karyn Hart, 1991 M100 Elan SE

### • Elan Plus 2

1st - Dave & Susan Salls, 1972 Elan Plus 2

2nd - Otis Engelman & Debbie German, 1972 Elan Plus 2

3rd - Keith & Roxanne Spalding, 1970 Elan Plus 2

### • Europa S1/S2

1st - Gary & Sandy David, 1970 Europa S2

2nd - Brian Jenkins, 1967 Europa S1

3rd - Mark & Karen Michalski, 1970 Europa S2

### • Europa S2 Twin Cam

1st - Pete & Jan Canga, 1972 Europa TC

### • Esprit S1/S2/S3

1st - John Robertson, 1979 Esprit S2

### • Esprit Turbo (1983-1987)

1st - Ryan Kingston, 1986 Esprit Turbo

2nd - Garret Cynar & Frances Kwan, 1986 Esprit Turbo

3rd - Keith & Roxanne Spalding, 1984 Esprit Turbo

### • Esprit Turbo (1988-1995)

1st - Dominick Munof, 1995 Esprit Turbo S4S

2nd - Steve Brightman, 1989 Esprit Turbo

3rd - Al Brussich, 1989 Esprit Turbo

### • Esprit V8

1st - Young Kim & Jessica Mullendore, 2002 Esprit V8

2nd - Eric & Jennifer Nordstrom, 1999 Esprit V8

3rd - Thomas Bohmier, 1997 Esprit V8

### • Elise

1st - Vicki & Ronald Flier, 2006 Elise

2nd - Dave & Sandy Nagler, 2005 Elise

3rd - Keith & Roxanne Spalding, 2005 Elise

### • Exige/340R

1st - Michael Reed, 2001 Exige

2nd - Andrew Barron & Merrie Phinney, 2006 Exige

3rd - Nigel Harrison, 2006 Exige

### • Historic

1st - Patrick, Kevin & Lisa Dennis, 1954 Lotus Mark VI

### • Open Wheel Formula Lotus

1st - Elton & Shirley Clark, 1968 Type 51

2nd - Team LOST, 1968 Type 61

3rd - Barber Museum, 1991 F1 Type 102

### • Caterham Seven

1st - Philip Anderson, 1999 Caterham 7

### • Replica

1st - Dick Brink, Birkin

2nd - Anthony & Melissa Montgomery, 1999 Birkin S3

3rd - Bernie & Pam Long, 2001 Birkin S3

### • Elite/Eclat/Excel (M50)

1st - John & Carol Arnold, 1979 Eclat

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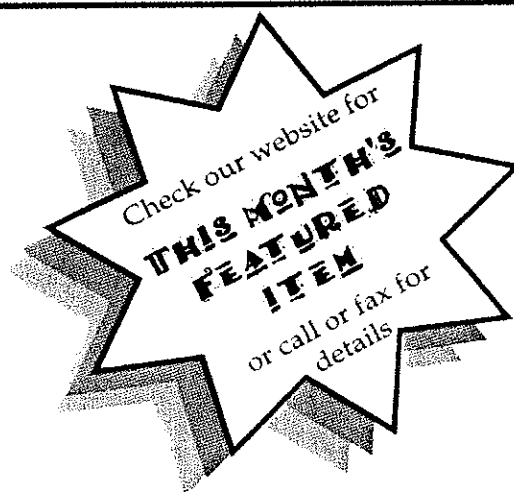
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## Magazine Watch

By Foster Cooperstein

### This month's article report

(UK)

A smiling Jim Clark graces the cover of the December issue of Motor Sport. Inside there is an 8 page article about some of the widely varied cars Clark drove. We all know of the various Lotus cars he drove. But on the other hand, he raced such unLotuslike cars as a NASCAR Ford Fairlane at the 1967 American 500 at Rockingham (the track the still call the track "too tough to be tamed"). He co-drove with Jochen Rindt when Jackie Stewart backed out. Clark started 24th on the grid of 44 and made it to 12th by quarter distance. However, that was to be the end as the engine blew. Clark also drove 2 Astons, a DBR1 and a DB4GT Zagato, cars that were also quite heavy, compared to his Lotus drives. Another interesting car driven by Clark in was the Felday 4, a 4 wheel drive sports racer based on the Ferguson 99 system. While underpowered, compared to cars powered by US V8's, Clark's smooth driving style allowed him to get close to the class record. He won his class in the 1st heat and after rain stopped the 2nd heat (also taking away a huge advantage the Felday would have had in the wet), the car ended up being black flagged because of burning oil.

Also in this issue of Motor Sport is the 5th installment of a "theoretical look at the comparative speeds of leading cars from 100 years of GP racing." This part looks at the turbo and ground effect cars. The Lotus 72E, 78 and 79 are among the cars considered. Taking certain criteria into effect, the author calculates an index figure for each car and then an expected lap time for a lap of Spa. Projected lap times for this group run from 2 minutes 8.3 seconds for the oldest car (1972 Ferrari 312B2) to the 2:07.5 for the 1973 72E, the 2:06.4 for the 1977 78 and the 2:03.4 of the 1978 79 (tire competition and ground effects being the main factor in this large decrease in lap time). This segment ends with the 1984 McLaren MP4/2 (powered by the TAG-Porsche turbo V6 with 750 bhp) and its 1:55.5 projected lap time.

Another reason for Lotusphiles to buy this issue of Motor Sport is a 1 page article with another page of some photos from the Elan days and before, by Motor Sport's founding editor, Bill Boddy, about a lunch he had with Colin Chapman in 1955 as well as some of the Lotus cars he test drove. Among the cars tested over the years were a Seven, Peter Jopp's Le Mans IX, and Elans.

Classics Monthly (November) features a comparison test of a Lotus Carlton and A Sierra S Cosworth (6 pages). The Carlton is described as "more refined and can handle speeds of twice the legal limit for long periods of time with aplomb. The Sierra is

more raucous and all about bursts of acceleration over shorter distances, and is extremely surefooted." So depending upon your mood, either car can easily get you a speeding ticket, or two. Also in this issue is an interview with Sir Stirling Moss and a part of a series on rebuilding a Lotus cousin – a Jensen-Healey.

One of the features in the January issue of Practical Classics is an article about the various James Bond cars. The Esprit "submarine car" from The Spy Who Loved Me is among the cars profiled. Among the trivia mentioned is Bond's pressing the center of the steering wheel to honk the horn while passing a truck. In reality, the horn control is on a lever to the left of the steering wheel.

Lotus Cortina 166 RUR, now owned by Chris Rea, has a long history. Jim Clark, Trevor Taylor, Dan Gurney and Sir John Whitmore, among others, raced this car. Recently restored, the car will be back on the track in 2007. This 5 page article is in the January 2007 issue of Octane.

(US)

Burt "BS" Levy writes about the X180R in the January 2007 issue of Classic Motorsports (6 pages). LL member Kevin McGovern and Jamie Goffaux of Yesteryear Motorsports acquired 3 of them and now race, and offer them for race rental. Burt tells of his 2 track weekends and of the history behind this giant killer. This is the last Lotus to win a championship and as usual, a giant killer. Unfortunately, in the real world, the giants often have the power to silence their "killers" and the X180R was "ruled" out of contention by weight and turbo restrictions.

An uprated Elise finished 10th of 10 cars in the Sport Compact Car (December) 2006 "Ultimate Street Car Challenge". The Elise was modified by tuner Prototype Racing. An NSX topped the list, almost doubling the Elise's point total. The article doesn't describe the modifications to the stock Elise, but based on the outcome, they didn't do much for the car.

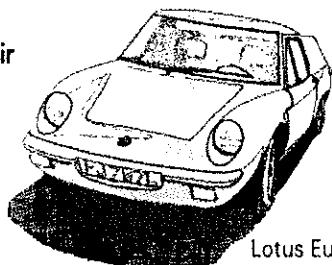
There is a profile of Parnelli Jones in the January 2007 issue of Sports Car International. Jones drove a wide range of cars, including the Lotus STP Indy turbine car. He blames himself for not winning in 1967 when his car, along with the other similar cars, dropped out with a bearing failure. He says that he "... accelerated too hard coming out of the pits, and that played a part in breaking the bearing in the rear end. I could've taken it a little easier, but I'm kind of like a quarter horse – I don't know any better." He also says that Colin Chapman wanted him to race for the Lotus Formula 1 team but that Chapman hinted that he would be number two to Jimmy Clark and Jones "didn't think [he] was number two to anybody."

The Lotus 79 is the car featured in the "Greatest Racecars" column in the November issue of Vintage Racecar. Divina Galica, one of the few female F1 drivers, writes this 1 page article. She relates how she contacted Colin Chapman after Ronnie Peterson's death, hoping to drive the 79 at Watkins Glen. It didn't happen but she has driven the 79 since at the Glen, driving Joel Finn's ex-Peterson car. She found the car to be extremely well balanced, particularly in comparison with her Hesketh. There is also a page article about Graham Hills' early days at Lotus, and his initial race drives, in a Lotus Eleven, and other early Lotus tales. ●

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### A "Hoopa" of a Lotus Owner

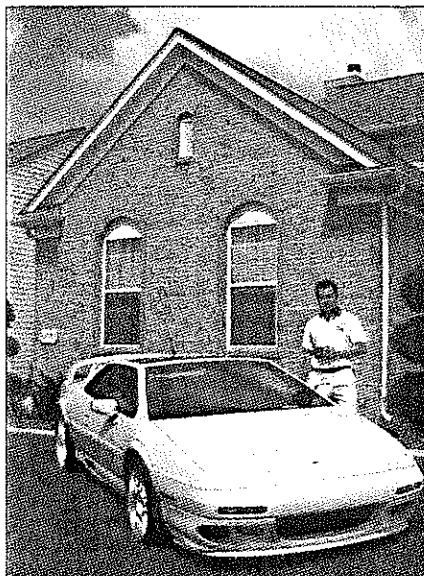
Article by Mark Pfeffer

For any of us who've attended the last several LOGs, they have undoubtedly noticed a bright yellow Esprit V8 meticulously turned out for the annual LOG concourse. So much so, his last two yellow Esprit V8s, which has been driven to every LOG attended, has taken home top honors in the class four years on the trot. Not bad for an immigrant born in Seoul, South Korea now living in Indianapolis.

Young Kim lives life to its fullest. Not only is his Lotus enthusiasm overwhelming with his car and large collection of Lotus memorabilia, but his ability to speak several languages, achieving 3rd degree black belt in Tae Kwon Do, love of motorcycles, most notably Ducati's of which he owns three, good wine (a 2,500+ bottle "drinking" collection occupies his basement cellar) and his love of the piano is contagious to those around him.

Like many of us, Young's first job was in fast food, albeit at age 13, cutting 50-pound satchels of onions for the burger condiments throughout the day. Fortunately college paid off as Young spent 10 years with Hewlett Packard in various capacities until the 80-hour weeks showed him working for someone else was not his cup of tea. Today Young works 100-hour weeks in his acquisition firm Gator Inc. which acquires overseas manufacturing facilities, breaking them apart as intellectual properties or re-tooling for other products.

At the impressionable age of seven, Young's neighbor came home with an astonishing white car never seen before in his native South Korea. It was love at first sight and Young vowed to his father "I am going to own that car some day". The car, the venerable Lotus Esprit



Young at Home With 007!

S1. Five Esprits later, the eternal Lotus flame still burns white hot despite his share of heartaches with the marquee. Friends often ask, "What's next? A Ferrari, Lamborghini, Porsche, etc." to which Young replies, "I am already living my car dream!"

Six years ago, Young started his now infamous F1 Gathering in Indianapolis the night before the US Grand Prix. What started as a casual 10-

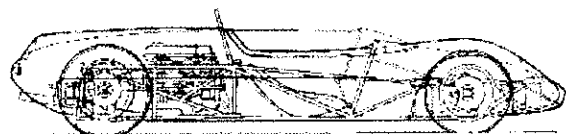
person get together has reached near epic proportions with nearly 100 attendees the past three years. Confidently attendees boast Young's party is second only to LOG in Lotus participation. Your scribe was a first hand witness to the festivities in 2004. The Indianapolis Lotus gang, Club House for Indianapolis Lotus Lovers (CHILL in Lotus Ltd. speak), turns up in large numbers with Young noting it's a nice primer for LOG.

Heading up the Indianapolis Lotus Ltd. club, CHILL, has been very rewarding and offers a chance for Young to share his passion with other local Lotus owners. Generally around twenty Lotus fans show up for karting, driving or simply a night out. Young claims it's a far cry from racing Superbikes at a younger age. With age comes wisdom!

For those who've met Young and seen his Esprit, his life motto quoted verbatim from Emerson should come as no surprise "To laugh often and much, to win the respect of intelligent people and the affection of children, to earn the appreciation of honest critics and endure betrayal of false friends, to appreciate beauty, to find the best in others, to leave the world a bit better, to know even one life has breathed easier because you have lived. This is to have succeeded!"

Are you wondering about the photo caption? Young's pristine 2002 Anniversary Edition Esprit V8 is car number 007 ("Any"). Like Commander Bond, Young enjoys wine, fast cars and... Oh and the title, ask Young about Burger King next time you see him! Visit the CHILL website at [www.IndyLotus.com](http://www.IndyLotus.com) and the forum at <http://autos.groups.yahoo.com/group/IndyLotus/>

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## ACROSS THE POND

Article by Gordon Morris

I've never really understood the rather strange attitude – prevalent on the North American continent – towards the fine automotive electrical products of Joseph Lucas Limited. Lucas jokes are unknown here and I've always believed that the electrical systems on the British cars I grew up with were OK. They were also all we had and seemed to be on a par with the other, mainly German and Italian, electrics I discovered during my Alfa Romeo and VW/BMW phases. At least, Lucas parts were plentiful (and still are on this side of the Pond) and, once I'd learned how to look after the systems, fix them when they went wrong and which spares to keep handy, I got used to them and took them for granted.

Lucas electrics were far from perfect, but so were the others around in the sixties and seventies, but at least they were familiar and fixes were usually straightforward. Hence my (hopefully well disguised) surprise when my US & Canada friends laid into poor old Joe and his nice parts and systems. That surprise was heightened by my own closer acquaintance with Lucas systems on aircraft, which were as reliable as we expected them to be in those days – before the Japanese led reliability campaign produced the trouble free electronics without which the modern car (or aircraft for that matter) could not work. So now I'm going to dream up some Bosch, Marelli and Autolite jokes to tell the next time you folks start giving good old Joseph a hard time.

At this time of the year in the UK, it gets lighter by ten minutes a week in the mornings and brightens up for the same amount in the evening. This is good for morale after a dark and wet winter; driving to and from work in the dark is awful, but the prospect of forthcoming Spring and Summer is enough to raise spirits in direct proportion to the amount of daylight. As I write, there are reports of blizzards and record snowfalls in New York and New England, which bring all of this into perspective. Our winters are scarcely worthy of the name; we haven't had snow of any consequence for twenty years or so and we now have a generation of motorists who've never driven in snow and ice. That's why we get ourselves into a real tizzy whenever a few flakes appear.

Winter servicing of the Seven is complete and the Elan nearly so. The final job on the Seven was to set the carburettor mixture, balance the carbs and achieve a nice steady tickover. My Seven has a Ford pre-crossflow Cosworth Ford Mark 8 engine, fitted with twin Weber side draught carburettors and a Cosworth A2 cam – as per the specification of 1963. The Webers are fixed jet carburettors, with one choke per cylinder and, despite myth and legend, are easy to tune and keep in tune. Once the correct jets are in place, all that needs to be done is to set the mixture. An adjustment screw on each carb – screw in to weaken, out to enrich – sets the mixture setting for each choke. The easy way to do this is to use a very cunning device called Colortune which is, essentially, a spark plug that allows you to see the fuel mixture burning.

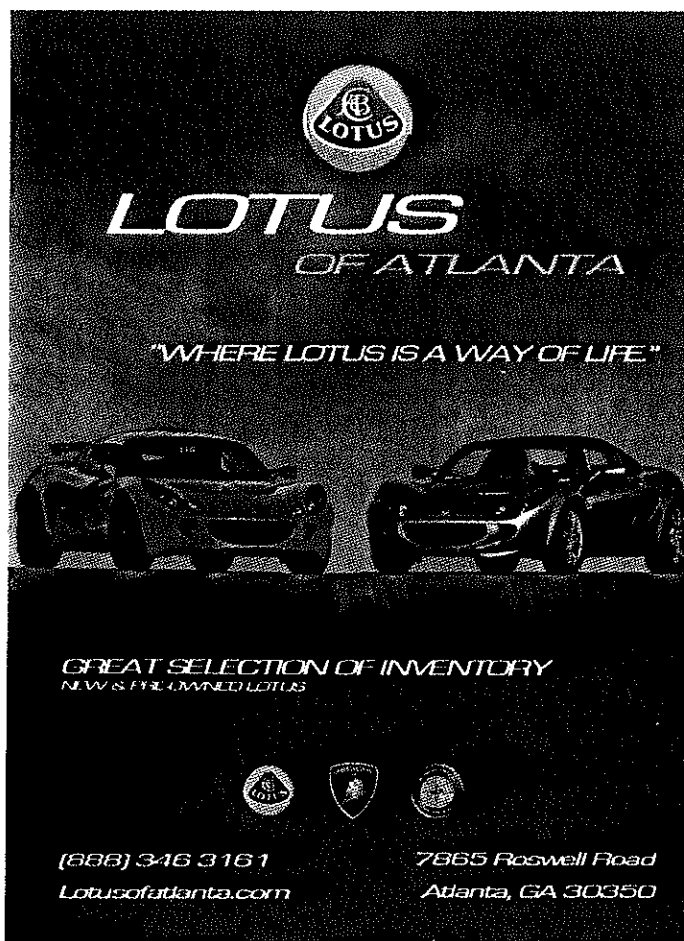
Over the years, I've acquired four Colortunes, so, after warming up on normal plugs (NGK BP7ES) I fit these and start up. On the Ford engine, the plugs are on the other side of the engine from the Webers – but Colortune have thought about this by providing a clever mirror arrangement so that you can see the plugs as you adjust the mixture on each cylinder. So; open the garage doors front and rear, start up, switch off the lights and the job is dead easy. The settings on the Seven were about right, just a touch here and there to make all settings the same at tickover and again at 3,000 rpm. That done, I balance the carbs by listening to the intake "suck" with a length of 1 inch tube and,

after loosening the operation levers on the throttle linkage, balance each carb against the other. Tighten the levers in their new settings, check that tickover is about 1,000 rpm and the job is done.

In much the same way that Mr Lucas gained his reputation, Mr Weber gained his – temperamental, difficult to keep in tune, needs constant attention from a pasta eating racing mechanic – and so on. In my humble view, both reputations are undeserved. Webers are brilliant instruments, easy to set up and keep in tune if you know how. The same applies to the much derided Lucas systems. Both, however, are easy to screw up if you try hard enough; I remember well the terse instruction given by a grizzled ultra experienced engineer many years ago: "Now look here, sonny. Once it's running right, leave it xxx well alone." Those highly visible and accessible mixture and balancing screws on the Weber carburettor have a magnetic attraction for those of us who feel the need to continually twiddle and 'improve' an engine that doesn't need improving. 'If it ain't broke it don't need fixin'" applies.

Now that the gloom of winter is nearly behind us, there are a few mouth watering events to look forward to: firstly a historic racing jamboree at Stoneleigh towards the end of February, and, a month later, the opening event of the UK Lotus season – Club Lotus' annual show at Donington Park. Both have attracted visitors from your side of the Pond, so I savour the prospect of welcoming the North American branch of the Lotus family to our shores in the next couple of months.

A postscript to last month's piece about gremlins; my Jaguar owning neighbour, plagued by a gremlin who moved in with him recently, has been round to scrounge some lockwire and pliers. I think he now believes that gremlins really do exist! 🐛



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**MARCH 1 (Thu)** Club House for Indianapolis Lotus Lovers CHILL monthly social that is scheduled for the first Thursday of every month. Meet at a restaurant called Dooley O'Toole's, in Carmel Indiana. Check the Web site for more details. <http://www.indylotus.com/chillevents.swf>

**MARCH 10 (Sat)** Lotus Owner South Texas(LOST) Monthly meeting (2nd Saturday of every month) at Star Motor Cars or Lotus of Clear Lake, Houston at 10am. After the meeting, cruise and lunch. Check at [http://autos.groups.yahoo.com/group/lotus\\_ownerssouthtexas/](http://autos.groups.yahoo.com/group/lotus_ownerssouthtexas/) for place of meeting.

**MARCH 17 (Sat)** Southern Nevada Lotus Car Club meets every 3rd Saturday of the month. Because we try to keep it fresh, we change our locations monthly. This is posted on our web site. For more details go to <http://snlcc.com/PHP-Nuke/index.php> or contact Dave Weinberg. 702-203-9651 [livesnd@cox.net](mailto:livesnd@cox.net)

**APRIL 5 (Thu)** Club House for Indianapolis Lotus Lovers CHILL monthly social that is scheduled for the first Thursday of every month. Meet at a restaurant called Dooley O'Toole's, in Carmel Indiana. Check the Web site for more details. <http://www.indylotus.com/chillevents.swf>

**APRIL 14 (Sat)** Lotus Owner South Texas(LOST) Monthly meeting (2nd Saturday of every month) at Star Motor Cars or Lotus of Clear Lake, Houston at 10am. After the meeting, cruise and lunch. Check at [http://autos.groups.yahoo.com/group/lotus\\_ownerssouthtexas/](http://autos.groups.yahoo.com/group/lotus_ownerssouthtexas/) for place of meeting.

**APRIL 21 (Sat)** Southern Nevada Lotus Car Club meets every 3rd Saturday of the month. Because we try to keep it fresh, we change our locations monthly. This is posted on our web site. For more details go to <http://snlcc.com/PHP-Nuke/index.php> or contact Dave Weinberg. 702-203-9651 [livesnd@cox.net](mailto:livesnd@cox.net)

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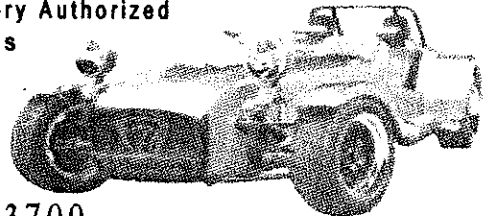
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