

Well, here is another issue, quite a bit later than I had planned, as I originally wanted to get something written up and mailed out about a week after our last meeting on June 6th- so, I'm over two weeks late, and more by the time this is copied and mailed out, but no complaints please, as, with the exception of the article herein by Fred McDonald on changing over from positive- to negative earth electrics (thanks, Fred) I'm writing another issue on my own. Help me out you guys, if you leave it up to me these issues will be pretty thin, and few and far between. It certainly doesn't have to be a full-fledged article like Fred's (although I would love to get more submissions like it, as well-written tech articles are a high priority)- anything is welcome, even just a few lines, or a want-ad, or a clipping from a newspaper or magazine of interest. You give it to me, I'll print it, and type it up as well if you don't have a typewriter.

Enough pleading (something all newsletter editors do all too often). Our June meeting went quite well, with a dozen members and six running Loti in attendance. Several things were discussed and decided upon, among them the following:

- 1) Dues have been established at \$10.00 a year, primarily to cover the cost of printing and mailing a newsletter, and also to build up a little money for future club events.
- 2) A bank account has been established for Evergreen Lotus, at Pioneer First Federal S&L, and our current balance with some dues money paid and money for the forthcoming book order, is \$90.65.
- 3) Our next meeting, for July, will be our first social event, in the form of a picnic to be held at my house on Saturday, the 21st of July. More on this later in this issue, including a response form- please return this as soon as possible, so we will know about how many people are coming.
- 4) The August meeting will be on Wednesday, August 8th, at Andy Shipp's home (3928 Othello St. SW, in West Seattle, same location as the June meeting); and in future we'll be meeting, except for special events like the picnic in July, on the second Wednesday of each month (rather than the first Wednesday as originally planned, so we won't conflict with the Lotus Car Club of BC which meets on that day).
- 5) Ideally, we would like to have the sites for each monthly meeting set up at least two months in advance- this puts less pressure on whoever is putting out this newsletter, in that they don't have to put out a new issue immediately after a meeting to let everyone know where the next one will be. So, we now need volunteers to host meetings for September (on the 12th) and October (on the 10th). Please let me know if you would like to host a meeting on either of these dates.
- 6) Something not discussed at the meeting, but something that we will inevitably have to set up, especially if our group grows much larger, is the matter of electing officers to run the group. With twenty-some members things can remain pretty informal, but I think we can reach twice that number without too much effort, and fairly soon, and with that number, and the money that represents in dues a little more organization is called for. For example, we certainly need something more trustworthy than just my memory to keep track of what goes on and gets decided on at a meeting- so, any volunteers to serve as secretary? Please think about this matter of officers, and we'll discuss it at the July meeting.

- 7) John Shih has volunteered to work on compiling an interchangeable parts list, which I'm sure we'd all like to see. I'm getting together as much info as I have, mainly the parts lists done up by some of the other Lotus groups (Lotus Ltd., Lotus/West, and the Golden Gate Lotus Club) and will be providing copies of these to John- if you know of any other sources please let John or me know. So many times notes on interchangeable parts will appear as a mention in the middle of a tech article- if you see something like this jot it down. Of course if you've come up with an interchange on your own, please pass the word along.
- 8) As described in the last newsletter, and discussed at the last meeting, we are getting together a group order for Classic Motorbooks, to take advantage of their current sale on Lotus volumes in the Brooklands books series. For those of you who aren't familiar with this, these books are compilations of contemporary articles (road tests, performance article, etc) published at the time our cars were new, and make fascinating reading. There are two types- those that have dates (e.g. Lotus Elan 1962-1973) run about 100 pages, and are regularly \$11.95. Those with the word Collection in the title (e.g. Lotus Elan Collection #1, and #2) are about 70 pages, and normally \$8.95. However, they are now on sale for just \$2.95 each. We already have 16 books to be ordered, but we'll need to send the order in very soon, as the offer expires September 1st or when their current stock runs out- so, if you're interested please let me know as soon as possible, like within the next week or so. Cost is \$3.00 each (the extra nickle going toward shipping cost of \$2.95 for the order, whether we order one book or a hundred). These are the titles, so let me know which ones you want, and how many:

Lotus Elan 1962-1973
Lotus Elan Collection #1
Lotus Elan Collection #2
Lotus Seven 1957-1980
Lotus Seven Collection #1
Lotus Europa 1966-1975
Lotus Europa Collection #1
Lotus Elite 1957-1964
Lotus Elite and Eclat 1974-1981

There are a few other new Lotus books now available- a volume on the the Elan, in the Osprey AutoHistory series, to go along with their earlier volume on the Esprit; a new SuperProfile on the Seven, in the same series as one on Elans; and in the Collector's Guide series, which already presented us with a volume covering the Elan, +2 and Europa, comes a volume covering the Third Generation Lotuses- the Elite, Eclat, Esprit, and Excel. I have already written to Classic Motorbooks, to find out about the discount they offer to clubs like ours for group orders- once I hear back from them, I would like to try to get a group order together- I would like to get the three new titles I mentioned above, plus a couple others I'm missing, so if you'd like to pick up some other titles for your own reference shelf keep this in mind. The club discount they offer is I believe 25%.

I attended the monthly meeting of the Lotus Car Club of BC on Wednesday June 13th, one week after our group's last meeting. This was that group's Annual General Meeting, and in conjunction with this they offered a most interesting guest speaker. Mr. Merv Therriault of Vancouver is a Canadian who, with a friend, went to Europe in 1957 to follow the Grand Prix circuit and see the 24 Hours of LeMans- he then would up back in England, penniless and needing a job. With the equivalent of six-months high-school welding experience he went to work for Lotus, welding up Eleven space-frames, and later progressed to be a mechanic for Lotus at LeMans in '58. A truly fascinating story, which was well illustrated with 70 or 80 slides, of such things as the "production line" for Elevens; the first prototype Elite being rolled about (sans engine and drive train) shortly before its public debut at the Earl's Court Show in '57; the first Seven being built; and scenes of various racers of the time being worked on and tested (e.g. a Twelve, and the Elevens that were raced at LeMans in '58). If you're at all interested in the early days at Lotus these slides will be fascinating- I spoke with Mr. Therriault for a while after the meeting, and he most graciously agreed to make copies of his slides so we can share them with you. I've just sent him a letter with some money to cover the cost of copying the slides, and as soon as I've received them from him I'll show them at a future meeting. I've also asked him to make a few notes to accompany the slides.

This next item is reprinted from an editorial By Dennis Ortenburger, author of Lotus Elite-Racing Car for the Road and Legend of the Lotus Seven and appeared in the most recent issue of the Club Elite Newsletter:

"By now most of you will have heard of the plan to re-badge Lotus cars and do away with the green and yellow (ditto the black and silver) ACBC insignia. When I first got wind of the plan I was outraged, absolutely outraged. The works was polled and to the man the response was to leave it alone. Even Hazel was contacted and her name added to the list of the faithful.

But you know what? Given half a mo's thought I shuddered at the notion of a non-Chapman, Jap financed (and influenced), consortium-administered Lotus Cars Caompany. One of the most important factors that made our cars unique was that Chapman has a hand in them. Some more than others but if the boss didn't like it, it didn't hit the road. Period. I've said this before but more so than Enzo Ferrari and perhaps even Ettore Bugatti the machines reflected the man; Colin Chapman created Lotus and without him there is no such thing.

So go ahead and re-badge Lotus. Although while you're at it re-name the car as well because without Anthony Colin Bruce Chapman you couldn't make a real one anyway."

/s/ Dennis Ortenburger

To which I can add nothing, except to say let's all go out right now, and polish up that green and yellow, or black and silver, badge that graces the nose of our pride and joy, and recall the genius of the man whose initials appear on it, the man responsible the Marque we now honor and hold dear.

Why Change?

- *Allows Installation of Alternator
- *Helps Avoid mistakes when going from and to another car with negative ground
- *Allows installation of more varieties of solid state ignition systems
- *Allows installation of electronic devices such as delayed action windshield wiper circuit
- *Allows more choices for radios
- *If god had intended cars to have positive ground he wouldn't have made currend that goes from plus to minus.

How to Do It-

- *Disconnect battery leads
- *Disconnect all electronic equipment including tachometer, and radio (if installed)
- *Swap battery leads and connect to battery
- *If retaining generator, momentarily connect field to new polarity. This can be done by removing "F" wire from regulator, and brushing it against the "A" post (the one with brown wires)
- *If car has electric windows, the motion of the window will be opposite the motion of the switch. This can be rectified by swapping wires at the switch (brown/red and brown/green wires)
- *If car has electric radiator fan, check direction of fan. If incorrect, swap wires
- *All other things (lights, heater fan, gas gauge, starter motor) will not require change.

Smiths Tachometer, Model RV1 2402/008 can have the polarity changed thusly:

- *Remove face by turning bezel until tabs line up with slots in case. Sometimes this may be difficult and gentle prying up of tabs may be required. Remove face
- *Care should be exercised to avoid stressing needle
- *Disconnect mechanism from case by removing screws from back of case
- *Refer to figure 1. Hold mechanism in hand; look from right rear. Note the resistor that connects to the power input lead and the green wire that connects to ground. Swap these connections so that the green wire connects to the power lug and the resistor lead connects to ground.
- *Refer to figure 2. Look from the rear/bottom/left direction. Note the red and black wires that connect to the trigger input (the part that connects to the plastic plug with a loop of white wire through it). Swap the red and black wires.
- *The words "positive Earth" on the dial face can be covered with flat black paint.
- *Assembly is the reverse procedure. It may be desireable to caot the gasket in the bezel with a light film of rubber grease to facilitate turning the bezel onto the case.

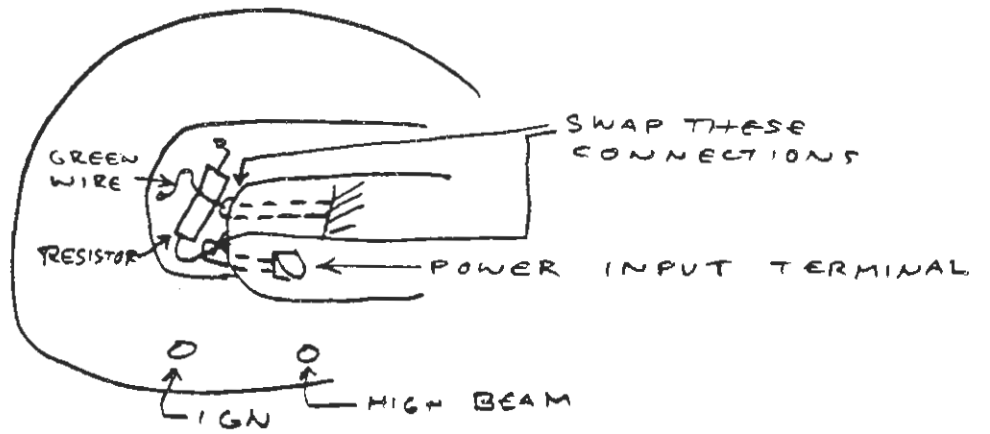


FIG 1 RT REAR VIEW

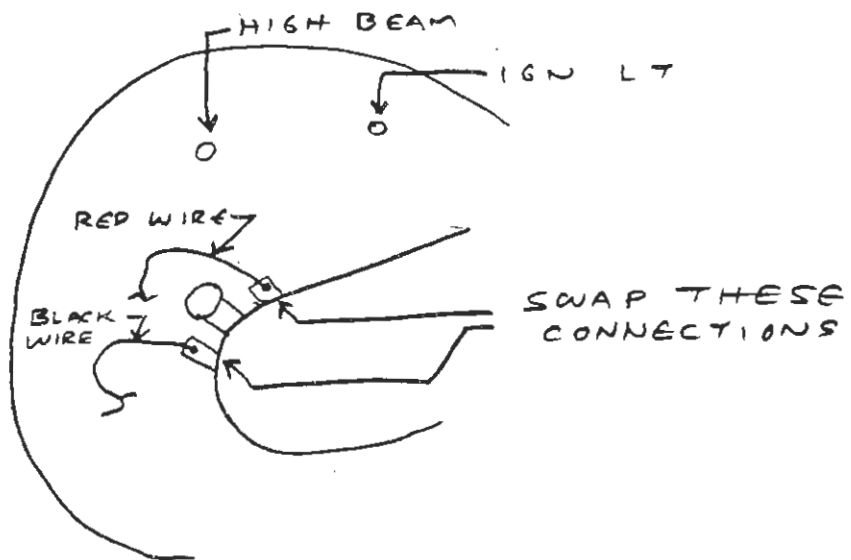


FIG 2 LEFT/BOTTOM/REAR VIEW

Another reminder that the Vintage Weekend of classic vintage racing and sports cars will be this coming Saturday and Sunday, the 7th and 8th of July. If you're at all interested in vintage racing, in seeing Elevens, Seventeens, Nineteens, 23s, Elites, and other racing Lotuses taking on vintage Porsches, Alfas, Morgans, etc etc. then you won't want to miss this. The event takes place at Westwood Circuit, east of Vancouver, a track which is commemorating it's 25th anniversary this year. I went up last year, on the Saturday, which was my first exposure to vintage racing, and am hooked- when I get "Emma" running, I would love to get a Lotus of some type to race. I'm planning to go up for both days this year, and hope to see some of you there.

The following weekend, the 14th and 15th the vintage racing scene moves to Portland. I have not been to these races yet, but from all I've heard they're even better than those at Westwood as more cars make the trip up from California to Portland, than those that make the long trek all the way to Vancouver. I'm also planning to attend both days down at Portland, so just look for me around any of the Loti, especially if any Elites are running!

Want Ads Want Ads Want Ads Want Ads Want Ads Want Ads Want Ads

Wanted: Steel Knock-on Wheels for Elan (4½ X 13)- Terry Edwards
(604) 941-9158 Vancouver (member of Lotus Car Club of BC)

Wanted: Lotus Elite (Mark14, "early Elite"), or leads for same. Any year, Series I or II but would prefer II, condition not important. Please, if you know of one for sale, or even if it's not for sale, let me know. Terry Elmore, 3010 132nd Ave. SE, Snohomish 98290 334-5768

Wanted: back issues of Lotus Ltd. ReMarque before 10/3 May '82 issue;
Lotus/West Stress Cracks before 14/8 December '81
Golden Gate Lotus Club Chapman Report before 1981
Club Lotus Lotus News before October '81
Club Elite newsletters, any before last three issues
Would like to either buy any or all these issues, or if you won't part with them, then would like to borrow for copying; will return any borrowed copies as quickly as possible and in the same condition I receive them. Thank you.
Terry Elmore address and phone in previous ad.

Well, I'm running out of things to say, so I'll quit and get this thing copied and in the mail. Please do return the RSVP on the picnic to me as soon as you possibly can so we know who's coming, and can make our plans accordingly. Or, feel free to call if you'd rather. Hope to see all of you here on the 21st (if not at the two race weekends before).