



Lotus Lines

July/August 1990

6th Year of the Club ... 39th Year of the Marque

Western Washington All-British Field Meet Final Pre-Meet Report

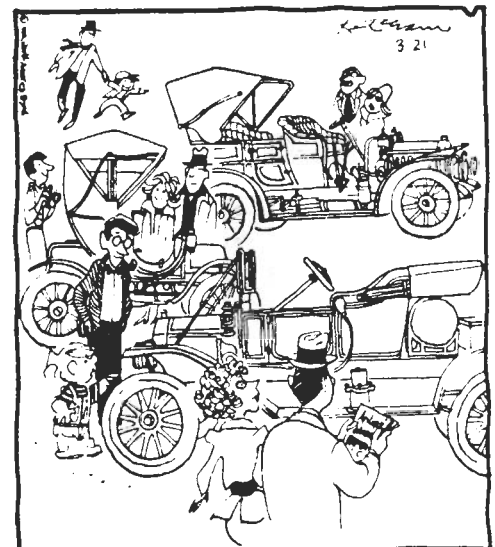
by Terry Elmore

Final preparations are now being made for this rapidly approaching event to be held again at Bellevue Community College on Saturday, July 21st. All Evergreen Lotus members should have received their Meet entry form directly from the organizers, if you don't have one please contact any club officer immediately. There will be a meeting for club representatives from each marque on Thursday, July 5th, which I am planning to attend as our club representative. There will also be a walk through of the Meet site on Saturday, July 14th, and as I will be in Vancouver for the Lotus Tech session that day we could use a volunteer. If your interested, which will involve only an hour or so on both the 14th and then again on the 21st as our club's representative in directing car placement, give me a call at 334-5768.

I anticipate we will easily exceed last year's turnout. Both the B.C. Club and the new Portland Club received entry forms from the organizers, which have gone out to their memberships. I've already spoken to members of these clubs who are planning to attend. Hopefully you've sent in your own entry if your planning to enter a car, if not, then don't delay as at this writing the Meet is less than three weeks off. We are still open for suggestions on our club display. At present we will be showing Jim Taylor's rolling Europa chassis which some of you have already seen when he hosted a meeting a few months ago. We will also have the great reader boards that Mike Shaw produced for last year's event and a much improved club booth. Any other ideas ??? We will again be needing a volunteer crew to count ballots at the Meet. This is even more important this year as it's a one day Meet without an awards banquet, so the ballots must be counted so the awards can be given on site at the conclusion of the Meet.

Steve Bator has graciously offered his shop again for our pre-Meet gathering on Friday night the 20th starting at 7:00pm. As we did last year this is an opportunity to get together, spend a little time prepping the cars for the Meet and making final plans for our club booth. We'll then be leaving from Steve's shop on Saturday morning (please be there in time to leave at 9:00am SHARP!!!) for a group drive to the Meet site. Steve's shop is located at 11435 120th NE in Kirkland (821-2400).

Please note that our monthly club meeting will take advantage of the presumably great membership turnout and will take place at the Bellevue Meet. The business portion of the meeting will be held at 12:00 noon.



“Boy! I wish we could afford an old used car!”

Editor's Notes by Jim Taylor

Dave Bean is having a moving sale. It sounds like they are really going to clean out their older stuff before moving, so give them a call and see what you can get cheap. Their number is (805) 962-8125 or 1-800-821-1286 (as if most of you don't already have this number committed to memory).

The membership lists are now available on request. It should be noted that they contain information about the other car clubs in the area and also some of the businesses that do Lotus repair, parts and accessories.

There is a British Car Exhibit scheduled to take place during the Fourth Annual Kent Canterbury Faire on August 18th and 19th. The car exhibit is actually on Sunday the 19th from 10:00am to 4:00pm with setting up of cars from 8:30am to 9:30am. I don't believe the Club is planning anything in particular for this event, but you can still show your car there if you want. For further information please contact myself at 232-2237 or Terry Elmore at 334-5768. You can also call Helen Wickstrom at 859-3994 or Ken Johnson at 248-1608 directly (these people are organizing the exhibit at the Canterbury Faire).

The Fifth Annual Seven Owners and Enthusiasts Gathering is being held in Cambridge, Massachusetts on July 28th and 29th. It is sponsored by Sevens and Elans. If you are interested, I have a flyer given to me by Pete Wolf that I can send to you or you could talk to Pete at 788-2793 for additional information. You can also contact Sevens and Elans directly at 248 Hampshire Street, Cambridge, MA, 02139. Their phone number is (617) 497-7777 or FAX them at (617) 497-7776. I realize this meet is a long ways away from Seattle, but I thought you might want to know about it anyway.

I have started putting the buy and sell items from other newsletters into our newsletter. This takes up some extra space, but I think that parts and/or cars are becoming harder to find so we need to have access to as much potential information as possible as to their availability.

Included toward the end of the Newsletter is some information on the Caterham Seven which was donated by Pete Wolf. So, any of you wannabe Seven owners might find the price and specifications interesting.

Annual Evergreen Lotus Picnic

by Terry Elmore

Our August club meeting and annual picnic will be held on Saturday, August 18th. Lezlee and I will be hosting at our home in Snohomish and all Evergreen Lotus members and guests are cordially invited. We have also extended invitations to members of the Lotus Car Club of British Columbia and Club Lotus NW (the new Portland group) and hope to see some of their members in attendance as well. Over the years most of you have received numerous maps to our home, should any newer members need directions or information, please contact me or any other club officer. We hope to have a tour arranged for the morning to caravan out here, details of this at the July club meeting during the Bellevue Meet. If you choose to come out directly, please feel free to come out at any time.

Chairman's Ramblings by John Daniels

What does a Basset Hound and a Lotus have in common? You can only find out by carefully reading all of this edition of Lotus Lines.

Lotus has returned to the world of sports car racing! By now you have probably heard that a Lotus Esprit won at the Sears Point Escort series three hour endurance race. If I can borrow from a rather famous newscaster I wish to say "Now here is the rest of the story". The Esprit that won at Sears Point is a factory assisted team car. About six weeks prior to Sears Point, Lotus Cars USA gave the go ahead to sponsor "Pure Sports Racing" of Dallas and Atlanta with two Turbo Esprit SE's produced on the standard line at Hethel. At the time of the race only one of the cars was ready and it had not turned a wheel until a scant 10 days before the race. Doc Bundy qualified fifth and quickly worked his way into the lead which he held until the pit stop. Scott Legasse tookover at this point and continued to hold the lead until the checkered flag. Before embarking on this enterprise LotusCars USA, pointed out to the sanctioning body that the Lotus was to be powered by a mere 2.2 liter four cylinder engine. They further pointed out that Lotus was a premiere Marque that hadbeen missing from sports car racing for much too long and thatit was only right that Lotus should return. However, for this little 2.2.liter to be competitive with the Corvettes, Nissan 300ZX twin turbos, Mazda RX-7 Turbos, etc., they would need to have a couple of slight waivers. To make a longstory short , Lotus got what they needed to be competitive. They were allowed to compete with a lighter car and use any brakes available thru the parent company. This resulted in a 2300 lbs car with brakes borrowed from a Lotus powered Opal weighing over 3,000 pounds, and equipped with an ABS system. To quote from Ron Foster, President of Lotus USA, "This car will suck the skin off your face under severe braking!" The biggest concern going in, was that Doc Bundy would forget to hold back enough so that they wouldn't run away from the field and end up losing their waivers. Obviously they were successful in all portions of the plan so far. "And now you've heard the rest of the story!"

The results are also in now from the Dallas race held on June 2nd and 3rd. Both Lotus were available and qualified 2nd (Doc Bundy) and 5th (Scott Lagasse). This race was to be a 45 minute sprint and was led from the pole by the Hendricks Corvette. Lagasse had a problem develop with the shift linkage and retired early rather than damage the car. Bundy on the other hand felt he could take and hold, the lead at any time he so wished and therefore chose to pass the Corvette in the front straight directly in front of several thousand spectators. Hendricks apparently found this somewhat frustrating as he followed the Lotus thru several turns and then suffered "selective brake failure" resulting in stuffing the Lotus into the tires and following it with the 3,300 pound Corvette. After reviewing the films the SCCA suspended Hendricks for two races and placed him on probationfor the rest of the season. Last report is that the Lotus will be ready for Laguna Seca on July 1st.

The June meeting was very interesting, as usual, with a report from Sears Point by Nikki and myself, complete with a video of the Lotus parade lap. Maury showed slides of one of the formula I races they attended and Bruce Patrick gave a presentation inviting us to their upcoming Seminar. This seminar is Sat. July 14th in Vancouver BC starting at 9:00am. It is put on by Graham Arnold and Pat Thomas and covers many items ranging from the Lotus philosophy to faults and fixesof fiberglass car bodywork. If you wish to attend please contact me as soon

as possible and I will give you all the details. Cost is \$50.00 (Canadian) for the seminar alone, with modest charges for other events.

Track days: Bayside Lotus is sponsoring a track day at SIR on August. 28th. Westwood track day on Sept. 30th sponsored by the BMW Club. Full details at the July meeting.

Chuckanut drive cruise: Both the BC club and the Morgan club have shown interest in a collective drive down Chuckanut Drive. We need someone to step forward and organize this outing.

The much ballyhooed membership lists are now available for the asking. We also have purchased the Lotus custom sweatshirts for all who ordered them and they will be available at the meeting. If you are feeling bad that you didn't order one contact Nikki as we are putting in a second order soon, they still are specially priced at \$32.50 each.

My buys of the month are:

1959 Lotus 18 Fjr. complete and original. New brakes and primer \$75,000.

1960 Lotus Elite RHD new upholstery and paint \$35,000. Will consider offers and/or trade. Daniel Shanahan (209) 599 3095

In closing I offer the following answer to the riddle asked earlier in this article. They are both sad eyed, dejected and stubborn.

Calendar of Events

July 14th, Club Lotus Technical Session hosted by the Lotus Car Club of B.C.

July 21st Bellevue All British Meet. Full details can be gotten from Terry. Steve Bator will offer his shop for a Friday night clean and shine again. If interested please call either Steve or myself. The Club's monthly meeting will be held at noon during the Meet.

August 18th meeting. Our annual picnic hosted by the Elmore's and guaranteed good weather.

September 22nd meeting. Hosted by Bayside Lotus.

October meeting. Instead of the usual meeting we will gather at the Lakeside Deli in Kirkland, partake in some delicious hot chili and cruise some backroads to the Monroe area and a destination to be named later. We will hold a planning session at the Deli on Wed. August, 22nd at 6:00pm.



West Coast Lotus Meet 1990 Report

by Terry Elmore

Lezlee and I were fortunate to attend this once in a lifetime event (more later on why I say this) which took place from May 31st through June 3rd. The Meet was tied in with the Wine Country Classic Vintage Races at Sears Point. Over 100 Lotus were entered in the meet with another 60+ counted among the vintage racers for a total Lotus turnout of over 160!!! Included were such types as ten 23's; a dozen early Elites; such Formula One types as a 24, a 49, and a 78. In fact the full gamut of Lotus production from several Mark VI's through the new Elan. There were of course dozens of Elans, Europas and Sevens. The standard of presentation was uniformly high (there are very few "beater" Lotus left, at least in California).

The Meet began Thursday at the host hotel in San Rafael for pickup of registration packets and a series of technical sessions. I was somewhat concerned when we arrived at the hotel and saw only two Europas parked out front. But after learning that the Lotus activities were taking place in the rear of the hotel we found several dozen Lotus already in attendance. Registration was very well organized, a theme which was carried through the entire meet. I then proceeded outside for the technical session on early Elites and Sevens, put on by Mike Ostrov. Mike is head of Club Elite USA which is one of the groups sponsoring the Meet. He had three of his eight Elites and a remarkably original early Seven S2 on display.

Friday was the Lotus-only track day at Sears Point and afforded an opportunity to see many more of the participating Lotus that weren't at the Thursday night events. Many of the other vintage racers had also begun to arrive for the weekend races and the quantity and quality are far above what we will ever see at vintage races in the Seattle area. The track day appeared to go very well with only a few minor mechanical problems experienced. The day concluded with a hearty barbecue at the track.

The race action on Saturday was most exciting and the Lotus participating acquitted themselves well in all their races. As an example, one race featured four 26Rs, a 47 and a Seven in fast and furious action running away from the rest of the field (including such lesser marques as two Porsche 904s!!!). Throughout the day the Lotus participating in the convention were displayed on a knoll overlooking the track and people's choice voting took place before the race lunch break where upon the Lotus took a number of parade laps. Grouped for the most part in chronological order, it was most inspiring to see and hear. Race action continued and it was remarkable that considering the pace of racing that there were very few breakages or "incidents". The only major "off" in fact was a Corvette that got booted off and required several tow trucks to put it back on the track. This delayed the conclusion of the day's racing so the Lotus group photo, taken on the track, had to be hurriedly assembled while sufficient light remained. Ninety-two cars were finally gathered for the shot (we saw at least eight more cars in the paddock area behind us, it's too bad they weren't also in the photo to break 100 mark). It was announced that a copy of the photo would be sent to Hazel Chapman. Eight by ten copies were also subsequently sent to all of the meet participants, we'll try and print a copy of the group shot in this issue of the Newsletter.

The convention banquet was held later that evening at the host hotel. Lezlee and I had a great time due in part to sharing our table with Kit Lindsay and his wife Betty (whom as you long time club members may recall was one of the founders of Evergreen Lotus before he moved down to the Bay Area. Just for the record, Kit's car still has the gray primered nose it had at the All British Field Meet in 1985). Highlights of the evening was an all too brief but most moving talk by Bob Challman, one time Lotus distributor for the West Coast. What I found most poignant was his comment that he was speaking of those days for the first time in over twenty years and that he had been moved to share his thoughts and reminiscences after seeing the enthusiasm for the marque displayed by all of the meet participants. He also stated that he felt that Chapman himself "would have just loved this". He commented jokingly that he had probably driven all the cars in the Meet when they were new and in fact when Alex Bollinger won the award for the longest ownership of a Lotus with his 1962 Elite, which he bought new, it was pointed out that he had bought the car from Challman. In addition to this street Elite, Alex also owns and vintage races the former Challman "Team Ecurie Shirlee" Elite. Alex and Bob were seen to be in deep discussion after the banquet, with a sizeable group of onlookers hanging on their every word.

We decided to head back Sunday morning so we did not take in a second day of vintage racing or any of the other alternatives that were catalogued in the impressive Meet program (we received a number of extra copies of this, let me know if you would like one, we'll have them available at the Bellevue Meet on the 21st).

Some comments and observations about the Meet:

- Highest praise to the Meet organizers, the hard working trio of Kiyoshi Hamai, Golden Gate Lotus Club; Charlie Rockwell, Lotus/West; and Mike Ostrov, Club Elite. They did a super job and their work paid off in a very well run convention.

- The 1991 Convention is to be put on by Lotus/West and their work is cut out for them to top this year's convention. In 1992, the Meet will return to the Bay Area and the organizers are hoping to have the same format, with track time and a vintage race tie in as in this year's meet.

- It was quite disappointing to us not to have our own Lotus there and not to have other Evergreen Lotus members attending. This is your first notice that I will be heavily promoting the '92 Meet and will be doing everything I can to ensure a good Evergreen Lotus representation at that Meet.

- I stated at the beginning of this article that this was a once in a lifetime event. I state this because with the ever increasing value of Lotus in general, and some vintage race models in particular, we may never again see such sights as ten 23s on the track. I commented to one of the Elite racers on what a treat it was to see half a dozen Elites on the track. He stated that it was for him too, as they rarely see more than two or three at a race meeting anymore, as with the increasing value of Elites, more are being retired from racing each year. Who knows whether we'll see 60+ vintage Lotus on the track two years from now?

- It has been commented/rumored/requested for the past several years that Lotus should be the honored marque at the Monterey Historics. While this would be an historic event, and one not to be missed, it would undoubtedly see the greatest

turnout of Lotus ever in this country. After attending this year's Lotus Meet, I think I prefer the lower key atmosphere. Lotus at Monterey would of necessity mean sacrificing some of the features that made this year's Meet so enjoyable. I doubt that a Lotus-only track day could be arranged at Monterey and the fact that hotel rooms are at a premium, and in some cases booked a year in advance for the Meet, would make it difficult if not impossible to have a host hotel to center the Lotus activities around.

- The weather throughout the Meet was superlative. There are so many other things to do around the area that even if you want to take a break from the Lotus activities you don't have to travel far to find something interesting to do, as borne out by the no less than thirty excursions outlined in the Meet program, or other major events taking place nearby. For example there was a large air show held at Hamilton Field, just a few miles from the track, and it was an awesome sensation during the racing on Saturday to hear (above the scream of the cars on the track) a deeper, more powerful sound. Looking up for its source, a quartet of P-51 Mustangs crested a nearby hill and arced above us in "finger-four" formation a couple hundred feet overhead. As another example, if your a steam train fan, there was a major steam meet just south of the Bay Area the same weekend. The wineries of the Napa Valley were somewhat wasted on us non-wine drinkers but for many this is a major attraction in itself. The famous "wine trains" chugged in front of our bed and breakfast located in the middle of a vineyard.

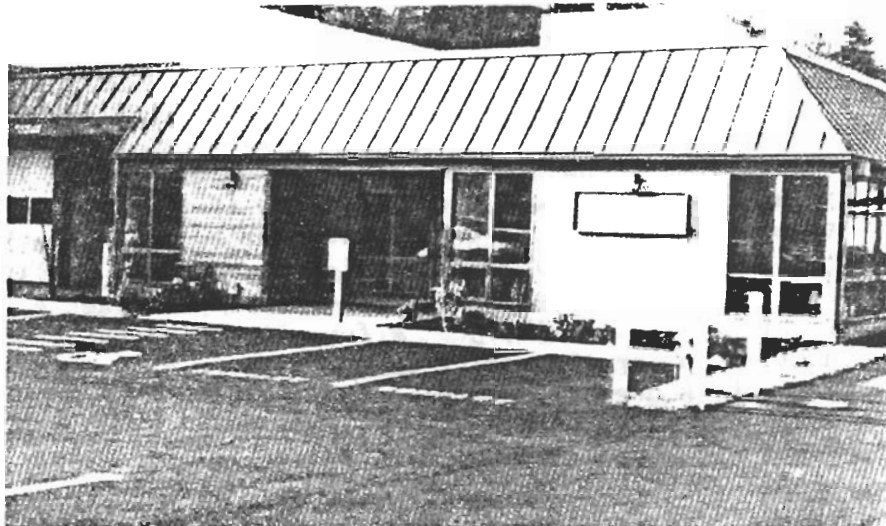
- If this report has got you half as enthused as Lezlee and I are to participate in the '92 Meet with at least two cars, but the prospect of a 2,000 mile trip makes you hesitate, how's this for an idea? If, as I hope, we can get a sizeable group to head South we could no doubt get reasonable rates for one (or more) car transporters to haul our cars down, lessening the miles driven and enabling those who can spare only the weekend to attend the Meet. It's well worth it to center the Meet in a two week vacation, as we did this year, and we plan to do the same in '92, so there will be someone on hand to meet the transporter. No doubt we can arrange secure storage for our cars for the duration of the Meet. So you've just lost the excuse that you'd be afraid your car wouldn't make the trip back! ..



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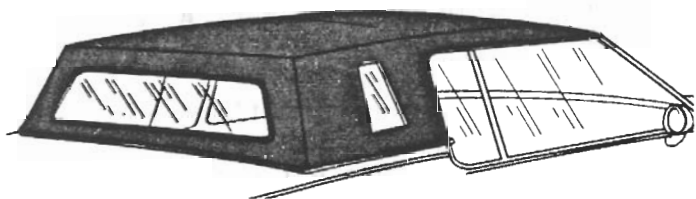
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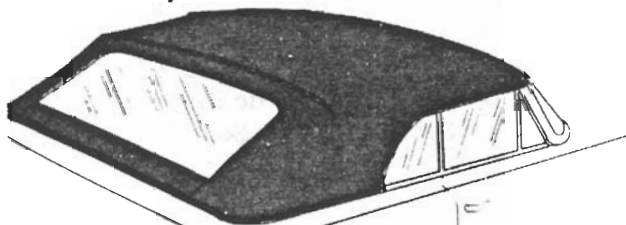
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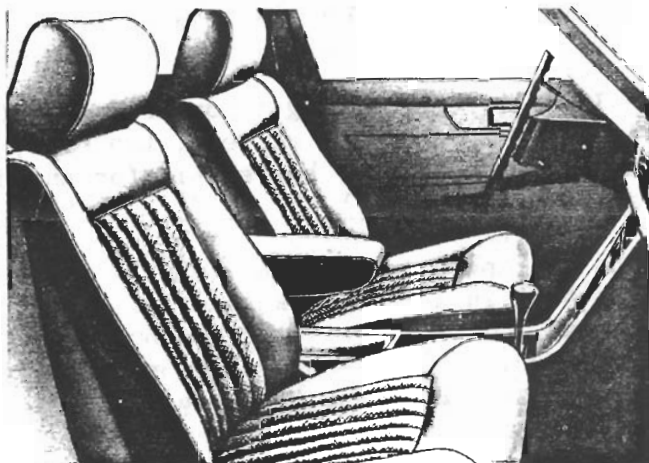
Headlinings



Landau Tops

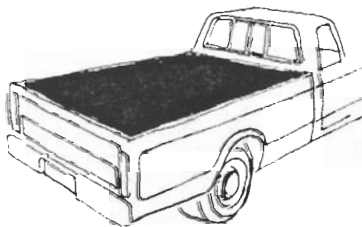
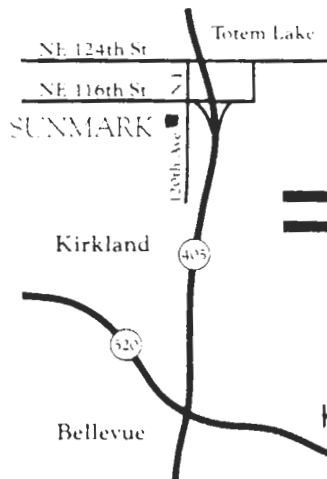


Convertible Tops

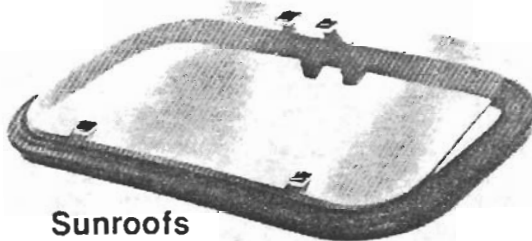


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PART TWO - Choices

Last month I discussed the four strokes that consume 720 degrees of crankshaft rotation in the reciprocating engine. I gave a very brief explanation of what was happening to the valves and pistons during each stroke. I finished the article by examining the timing events of a good "street" cam.

Let us now take the four timing events and put them in order of importance. The LEAST important is exhaust valve opening. It could open anywhere from 50 to 90 degrees before bottom dead center (BBDC). If it opens late, close to the bottom, you will take advantage of the expansion or power stroke and it will be easier to pass a smog test, but you will pay for it with pumping losses by not having enough time to let the cylinder blow-down. You must let the residual gas start out the exhaust valve early enough so that the piston will not have to work so hard to push it out. Opening the valve earlier will give the engine a longer blow-down period which will reduce pumping losses. But, if you are only interested in low speed operation, say up to 4000 rpm, you can open the exhaust valve earlier.

The next least important timing point is the exhaust valve closing. If it closes early, say around 15 degrees after top dead center (ATDC), you will have a short valve overlap period. Less overlap makes it easier to pass the smog test, but it does not help power at higher engine speeds. Closing the exhaust valve later, in the vicinity of 40 degrees ATDC, will mean a longer valve overlap period and a lot more intake charge dilution that will translate into poor low-speed operation. Some compromise must clearly be made to determine just how much overlap one needs to use. Many factors such as idle quality, low speed throttle response, fuel economy, port sizes and combustion chamber design must be considered in making this choice.

A somewhat more important timing event is the intake valve opening. Early opening allows for a greater valve overlap period and adds to poor response at low engine speeds. For the high performance enthusiast, low engine speed could mean 3000 rpm, but I would not consider such an engine as appropriate for normal street use! If you are not concerned about passing the smog test, then early intake valve opening will help the power output of the engine. That is, earlier valve opening will have the valve open further when the piston reaches maximum velocity and that in turn will increase volumetric efficiency. I must stop now and ask you a question about engines. If a 1500 Cortina head does not flow much air above 0.350" valve lift and it is possible to have the intake valve open that much by the time the piston reaches maximum velocity, WHY DO MOST PEOPLE THINK THEY WANT AT LEAST 0.500" VALVE LIFT???

The last timing event is the most important and the most critical to engine performance, THE CLOSING OF THE INTAKE VALVE. This event governs both the engine's rpm range and its effective compression ratio. If the intake valve closes early, say about 50 degrees after bottom dead center (ABDC), then it limits how much air/fuel mixture can enter the cylinder. Such an early closing will provide very nice low speed engine operation, but at the same time it limits ultimate power output as well as rpm. Another potential problem with early intake valve closing that most people do not consider is that if you have a high compression engine, say 10:1 or higher, you will have more pumping loss trying to compress the mixture. This might even lead to head gasket and/or piston failure! These observations suggest that if you close the intake valve later, the cylinder will have more time to take in more air/fuel and the rpm will move up. That

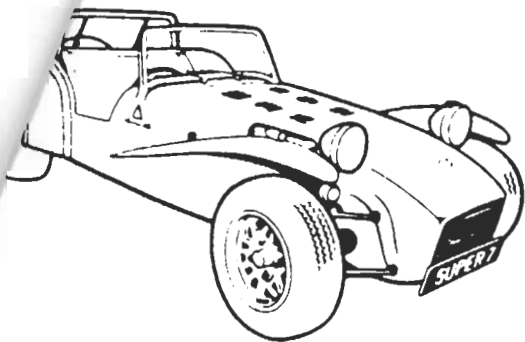
seems simple enough doesn't it? The later the intake valve closes the higher the rpm and therefore the more power, MAYBE! It turns out that if the intake valve closes past 75 degrees ABDC you could lose most of your low-speed torque, and if your static compression is only 8:1, the engine will not be able to reach its horsepower potential. This should give you a better understanding of why the intake valve closing is the most important timing event.

So, now you ask, "What do I need to know to make a proper camshaft selection for my particular application?". The list is long. First of all, in what rpm range will you want power: 1000 to 4000, 3000 to 6000, 5000 to 8000, etc? What is the size of the engine? What are the bore and stroke dimensions? How long is the center-to-center distance on the connecting rod? How much piston offset is there? What is the static compression ratio? In the cylinder head, what is the maximum airflow (cubic feet per minute or CFM) in the intake tract with the manifold and carburetor installed? At what valve lift does the air flow level out on both the intake and exhaust valves? What is the percentage of the air flow of the exhaust versus the intake? What are the valve sizes? What are the lengths and sizes of the intake and exhaust systems? Once you have this data, you should be able to make logical cam choices. Sometimes, however, you might have to face the reality that your basic engine parameters are wrong for the rpm range you are after.

How can a layperson look at a cam catalog and make an intelligent choice? First the parts supplier must supply the proper information in order to help the customer choose the right camshaft for his/her application. But, in addition, you need to be prepared with the right information about your engine and what you ultimately want to be driving.

Next time we will look at how to choose a cam for the venerable and still potent 1600 Lotus Twin Cam motor. Stay tuned! Dema Elgin.

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\$15,250.

As above supplied as a rolling chassis, for final servicing and checking for road worthiness.

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The LIMITED EDITION PRISONER SUPER 7 features full leather interior in red, red Wilton carpets, white edging to side screens, hood and boot cover. 1960's BRG paintwork with yellow nose, Caterham wheels, chrome instrument bezels and rear number plate. Dash plaque signed by Patrick McGoohan. Also fitted with items marked * on next page.

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Delivery, subject to availability, 6 months.

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The above engines are complete with all ancillaries.

All the above prices include freight charges, a small surcharge to west coast, but EXCLUDE import duty.

The manufacturing rights for the Super 7 were purchased from Lotus Cars in 1973 by Caterham Cars. Caterham Cars and Sevens & Elans reserve the right to amend prices and specifications without notice.

NOTE: You are advised to consult appropriate local or state authorities before purchase as some items may not be legal for sale or use in all states.

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6" x 14" KN Alloy Wheels + 185/60 Goodyear NCT Tyres (5)	888.00	—
6 1/2" x 15" Caterham Seven Wheels + 195/50 Goodyear NCT Tyres (5) *	1,250.00	—
Roll Over Bar *	90.00	—
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Cibie Z 180 Headlamps Units (pair) *	65.00	—
Braided Stainless Steel Brake Hoses (3) *	35.50	—
Spare Wheel Cover	65.25	—
Limited Slip Differential, for standard 3.92 ratio	625.00	—
Fixed cloth seat, suggested for driver over 6'2"	175.00	—
Leather Seats, adjustable, in black	225.00	—
Full leather interior kit with Wilton carpet, in any colour	3,295.00	—
Under dash knee trim, covered in black as dash (pair)	47.50	—
Arm rest, in cloth, for transmission tunnel, in black	75.00	—
Chrome headlight bucket, standard is black	54.50	—
Headlight stone guard (pair) *	27.50	—
Wind deflectors, pair, attach to windscreen	65.00	—
External rearview mirror, attaches to sidescreen *	16.25	—
Luggage Rack, attaches to spare tyre	73.00	—
Tinted windscreen	45.00	—
Delayed windscreen wiper control, not variable	31.00	—
Competition 4-into-1 exhaust (exits in front of left rear wing)	225.50	—
Adjustable rear anti-sway bar, only with above exhaust	275.00	—

The above prices are only applicable when purchasing a component kit.

Caterham Cars and Sevens & Elans reserve the right to amend prices and specifications without notice. Prices also subject to exchange rates.

* Limited Edition Prisoner Series Extras



CATERHAM SUPER 7 COMPONENT KIT SPECIFICATIONS

The component kit is supplied in kit form as follows:

The chassis body unit is a completed space frame chassis fitted with natural aluminium panels. This chassis is an updated version of the original chassis as fitted to the Lotus 7 SII from 1960. The last 13 Seven chassis produced by Lotus were designated S.S.. All 13 Sevens had Lotus Twin Cam engines. This chassis required 825lbs of force to be exerted on it to give one degree of deflection. The 5 speed De Dion chassis, introduced in July of 1986, requires 1620 lbs of force to give one degree of deflection. A much stiffer chassis, now with honeycomb introduced into the sides for higher torsional stiffness and the additional benefit of improved side impact protection.

The external dimensions of these two chassis are identical. Internally this new De Dion chassis is approximately 2" wider and 2" longer. This internal lengthening allows the fitting of adjustable seats which seats drivers from 5' to 6'2". Drivers over 6'2" tall may wish to have a fixed seat as the adjustable seat takes up at least one inch of foot room. A fixed seat will accommodate a driver to 6'4" or taller, dependant on their inside leg measurement. The passenger also benefits from a foot box.

This chassis will accept the Ford Kent engine with either pushrod or 16 valve Cosworth head. Previously different chassis were required for the above engines. The pushrod block in the 1972-73 Ford Pinto or Mercury Capri are the same and it is also the base engine for Formula Ford. Engine kits are available, please enquire. To install the Lotus Twin Cam engine requires modification of the exhaust and alternator in a L.H.D. installation.

The standard component kit specification has been updated to include the following as standard: modified radiator mounting to accommodate a shrouded fan, large capacity radiator, a sealed pedal box containing adjustable pedal assembly, hydraulic clutch, electrically heated front windscreen, rear disc brakes, double wishbone front suspension, revised spring rates, revised suspension geometry and chassis now powdered coated in black. Increased visibility side screens, which offer a taller window, better sealing, a bulge to accommodate the drivers elbow and the ability to be folded in half. A new top accommodates the above sidescreens offering a larger ingress area. The top, velcroed to the two hood sticks, prevents hood flapping. The rear window unzips.

Factory fitted to the chassis are: VDO instruments, speedometer with trip counter, tachometer, oil pressure gauge, water temperature gauge and petrol gauge. Toggle switches which operate the horn, headlight flasher and turn signals. Rocker switches operate the side/headlights, 2 speed windscreen wipers, electric windscreen washer, 2 speed heater fan, heater optional, brake warning light switch, spare switch, hazard warning lights and heated electric windscreen. Warning lights for ignition, turn signals and hi/low beam. Steering lock/ignition switch. Windscreen wiper motor. Wiring harness, with a fuse box located in the passenger compartment, which protects all major circuits, using U shaped fuses. Battery. A ten gallon aluminium fuel tank with sender unit and fuel line. All pedals with mounting bracket, dual brake master cylinder, hard brake lines. Dzus fasteners fitted to nose cone. The windscreen, front and rear fiberglass wings, convertible top and side screens are fitted and then removed for shipping. A set of carpets is supplied for the interior and trunk area.

Complete front suspension supplied, with hub, brake caliper and brake disc sub assembled. Differential and propshaft assembled to chassis. Complete De Dion rear suspension with rear disc brakes supplied. All metalastic bushes are fitted to suspension components.

In addition all other parts are supplied to build up a rolling chassis less engine, wheels and tires. An assembly guide is provided.

All parts supplied are new.

January, 1990

TECHNICAL SPECIFICATIONS

ENGINE	FORD 1600 GT SPRINT		FORD 1700 SUPER SPRINT		COSWORTH 1700 BDR 4 VALVE	
0 - 60 mph	6.5 seconds		5.6 seconds		4.9 seconds	
Top Speed	105 mph		112 mph		120 mph	
Number of cylinders	4 in line		4 in line		4 in line	
Firing order:	1.2.4.3.		1.2.4.3.		1.3.4.2.	
Bore:	3.188in	80.98 mm	3.288in	83.27 mm	3.288in	83.27 mm
Stroke:	3.056	77.62 mm	3.056	77.62 mm	3.056	77.62 mm
Swept volume	97.6 cu in	1599 cu cm	103.1 cu cm	1690 cu cm	103.7 cu in	1699 cu cm
Compression Ratio:	9.0:1		9.7:1		11.0:1	
Valve clearance, Inlet:	.020 in		.022 in		.009 in	
Valve clearance, Exhaust	.022 in		.024 in		.012 in	
Maximum Power (DIN):	110 PS	80.9 kW	135 PS	99 kW	170 PS	125 kW
at:	6000 rpm		6000 rpm		6750 rpm	
Maximum Torque:	105.5 lbf.ft	14.6 mkg	122 lbf.ft	16.8 mkg	140 lbf. ft	19.3 mkg
at:	4800 rpm		4500 rpm		5500 rpm	
Fuel Octane requirement:	92 octane		93 octane		93.5 octane	
Valve arrangement	o.h.v.		o.h.v.		d.o.h.c	
Camshaft:	1, in cylinder block		1, in cylinder block		2, in cylinder head BD3 profile	
Carburation:	2, twin choke sidedraught Weber 40 DCOE		2, twin choke sidedraught Weber 40 DCOE		2, twin choke sidedraught Weber 45 DCOE	
Spark Plugs:	NGK B8ECS		NGK B8ECS		NGK B8ECS	

MANUAL TRANSMISSION

Forward speeds:	5	
Ratios:	5th	0.82:1
	4th	1.0:1
	3rd	1.26:1
	2nd	1.81:1
	1st	3.36:1
Reverse:	3.87:1	
Clutch actuation:	hydraulic	
Clutch diameter:	7.5 in.	
Final drive ratio:	3.92:1	
Road speed per 1000 rev/min in 5th gear:	20.2 mph	

STEERING

Mechanism:	rack and pinion
Turns lock-to-lock:	2.75

SUSPENSION

Front:	independent springs shock absorbers	double wishbones and antiroll bar coil telescopic
Rear:	DeDion springs shock absorbers	"A" bracket and radius arms coil telescopic

BRAKES

Two circuits, split front/rear with system warning of low fluid level.

Front:	Disc Diameter	9 in.
	Pad Area	14.7 sq. in.
	Swept Area	149 sq. in.
Rear:	Disc Diameter	9 in.
	Pad Area	14 sq. in.
	Swept Area	149 sq. in.

Parking brake operating on rear wheels, actuated by hand lever.

ELECTRICAL

12 volt negative earth	
Alternator output:	45 amps.
Battery capacity:	40 ah.

WEIGHT

Curb Weight	1279 lbf.	580 kg.
Maximum Weight	1808 lbf.	820 kg.

Lost, Found, Sell, Wanted

Lost - green knit hat with yellow letters spelling "LOTUS". It may have been left at a club meeting. Please call Gary Wood at 652-7817 if you have any information. Thank you.

Sell - Elan collection. 1969 S4 SE SHC, runs well. 1967 S2 DHC, apart but complete. Have almost two extra engines plus many other spare parts. Call for a complete list. Asking \$29,000 or best offer for the entire package. Please call Ted Rodgers at (206) 432-2336 in the evenings or weekends.

These are from the June 1990 edition of the Club Lotus NW Newsletter:

Sell - Europa S1 trailing arms, hubs and misc front and rear suspension pieces, Dave Alford, (503) 635-6199

Sell - 1969 S2 Europa, runs and drives good, Kim Ridley, (503) 228-5848

Sell - Lotus parts at jobber prices, Harold Rininger, (503) 284-3805

Wanted - Elan S3 or S4, Dave Alford, (503) 635-6199

Wanted - Hardtop for an Elan S4 or car (coupe) to use to make a mold, car will not be harmed, Dennis Boom, (503) 640-4835

Wanted - Front bumper for 1972 TC Europa, Kim Ridley, (503) 228-5848

Wanted - Elan +2, no major crashes or concours winners, call Ken Reid, at (503) 696-4693

Wanted - Rear shift 5 speed, factory mag wheels, owner's manual and tool kit for 1973 Europa TC, Keith Martin, (503) 252-5812

These are from the May 1990 edition of the Golden Gate Lotus Club Newsletter:

Sell - 1966 Lotus Cortina Mk1, Weber TC, nice condition, vintage eligible, accepted by CSRG, rapidly appreciating, \$20,000 or offers, (408) 249-5240

Sell - 1965 Ford Cortina Estate Wagon, very rare, has crossflow Cortina GT engine, alloys, needs minor cosmetics, would make great vintage tow car for your vintage racer, \$2,500 or offers (408) 249-5240

Sell - 1965 Lotus Cortina Mk1, TC, excellent condition, accepted by CSRG, custom rollbar installed, \$25,000 firm, Gary, (415) 743-0673

Wanted - Lotus Twin Cam engine, preferably a full race F/B engine, steel crank, etc, please call Don at (415) 363-2221 or Tom at (209) 533-2124

Sell - Elan S4 body and chassis, body has front end damage that has been poorly repaired, asking \$1,500 or offer, call Johannes Huwyler at (415) 578-8508

Wanted - Esprit S2, serious buyer, contact Scott Monasse at (415) 969-3979

Sell - Set of four early Revolution wheels for Europa S2, two Cosmic wheels for Europa S2, Stromberg head (complete with cams, carbs, etc) for Twin Cam, complete Ford non-crossflow English Ford engine and semi-close gearbox that has been sitting for a while and leaking oil continuously for about two years, a complete 3.90 differential for Elan, call Mike Droin at (209) 333-2008

Sell - 1970 Europa S2, wrecked, hit in front end, modified 1800 Renault engine, Corvair rear hubs, two fuel tanks, flared fenders, 6" front and 8" rear alloy wheels, set of original Lotus alloys, good interior, asking \$1,500, call Kevin Johnson at (415) 449-6663 during the day

Sell - Eighteen foot custom car carrier, dual axles, electric brakes on all four wheels, aluminum fold down ramps, asking \$2,400 or best offer, call Barry Spencer at (415) 784-1966

Meeting Locations

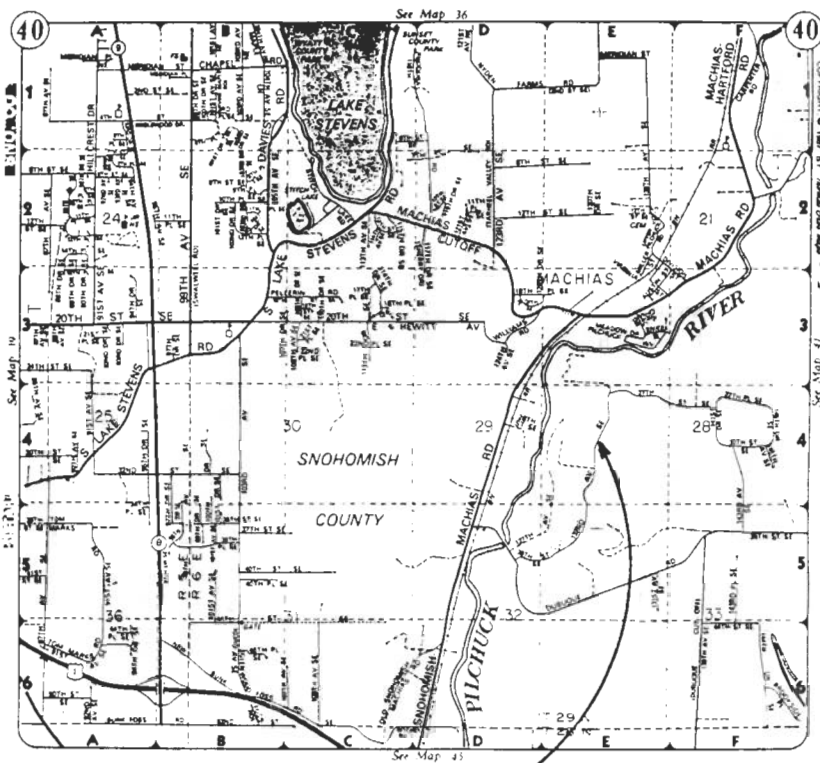
July Meeting

Saturday the 21st at 12:00 noon
The meeting will be held
in the Evergreen Lotus
display area during the
All British Field Meet
at Bellevue Community College

August Meeting (Annual Picnic)

Saturday the 18th at 1:30
Terry and Lezlee Elmore
3010 132nd Avenue SE
Snohomish, WA.
(206) 334-5768

HERE
IT
IS



**Club Officers: John Daniels, Chairman, 788-2729 - Nikki Daniels, Membership
Terry Elmore, Club Liaison, 334-5768 - Jim Taylor, NewsLetter, 232-2237**

EVERGREEN LOTUS CAR CLUB

**John Daniels, Chairman
11232 312th NE
Carnation, WA 98014**

FIRST CLASS MAIL

