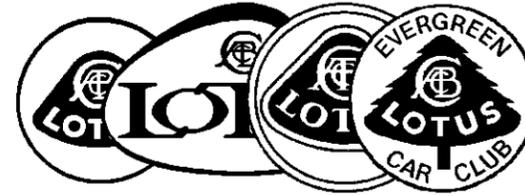




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
May 2004

Lotus Holdings, Inc. Names John A. English President And CEO, Lotus Cars USA

Lotus Holdings Press Release

Lotus Holdings, Inc. the U.S. based holding company for Lotus Cars USA and Lotus Engineering Inc., has named automotive industry veteran John A. English as President and Chief Executive Officer, Lotus Cars USA. The appointment, effective immediately, was announced by Duke T. Hale, Chief Executive Officer, Lotus Holdings Inc. "John's expertise in leading organizations during strong growth phases and his experience in building highly motivated and effective sales organizations make him a tremendous asset to our U.S. team," said Hale. "With the 2005 Lotus Elise on-sale date just weeks away, and enthusiasm for the car increasing with each passing day, John is the right individual to ensure that our organization is fully prepared deliver superior dealer and customer experiences on all fronts." said Hale.

English has worked within the automotive industry his entire career. Most recently, he was the Southeast Regional General Manager for Mazda North America, based in Jacksonville, Florida. Prior to that, he served as Vice President, Sales Operations, at Mazda's U.S. headquarters in Irvine, California. During that time, English developed business and dealer network initiatives designed to maximize sales per retail outlet. He joined Mazda in 1991 as Director, Dealer Development, followed by a promotion to Regional Vice President for the company's top-ranked Southeast region.

Prior to his 12-year career at Mazda, English spent 15 years at Volvo North America, where he served as Regional Manager of the Southeast Region in Atlanta, and prior to that as Regional Manager of the company's Northern California Region. He also held marketing, market representation and District Manager positions while at Volvo. English began his automotive career at Chrysler Corporation, where he completed the company's graduate training program, followed by a number of District Manager positions in key U.S. markets.

"It is a rare and exceptional opportunity to lead one of the world's great sports car brands in the world's most dynamic sports car market," said English. "It is even rarer to join a team that is as proud and passionate about their products as Lotus—I very much look forward to being part of that team." English received a Bachelor of Science degree from the University of New Haven, Connecticut in 1971, following two years of service within the United States Army Special Forces. He will relocate to Atlanta, Georgia.

Second Annual South Of Olympia Tour

When: Sunday, June 6th, 10:00am
Where: Just South of Olympia
Host: Tom Miller, 206-783-9716

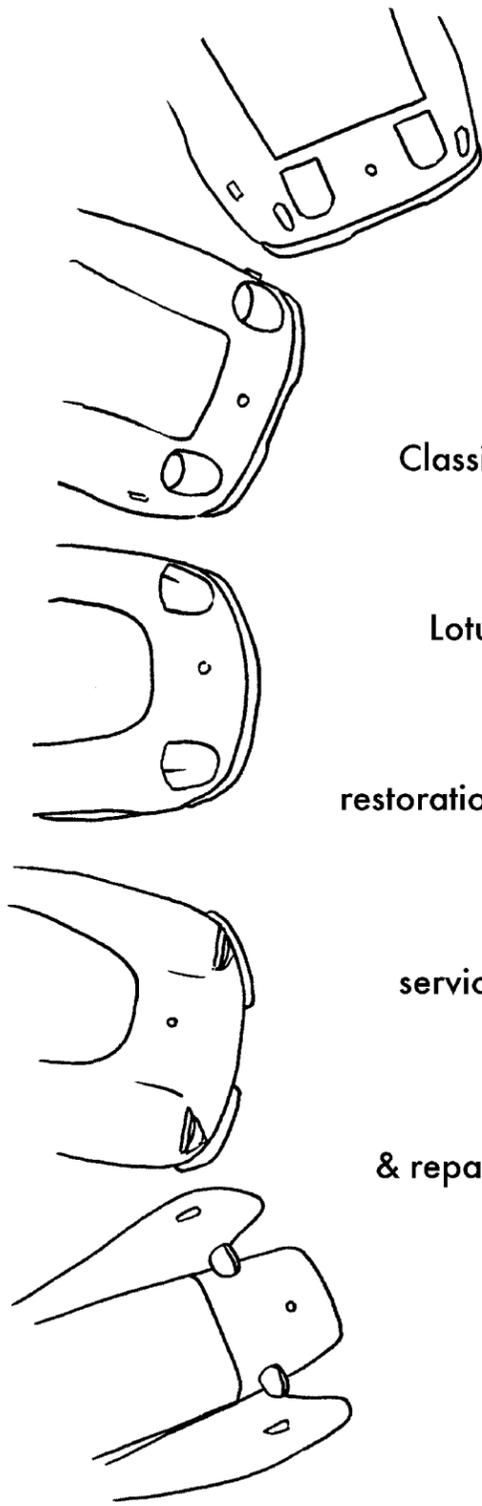
Come join the drive that was the hit of the season last summer. You've seen the pictures, you've heard the tales, now dare to live and drive it yourself. Experience the death defying deer dodge, the dog detour and the steer clear of the steer auto-x. Be humbled by the sight of the world's largest Rusty Lawn Mower collection. Revel in curving, twisting country roads (approx. 90 min.) and attempt to navigate the "Mulsanne Straight" approaching speeds a mile a minute. Come along and bring your friends, we'll have a great time.

Directions:

From Interstate 5 South, towards Portland:

- Take Exit #101 (not Highway 101).
- Turn Left onto Airdustrial Way.
- At approximately one mile turn Right onto Capital Road, then Right into the Texaco Parking Lot.





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Editor's Note

Lotus rewarded Arnie Johnson, the now former head of Lotus Cars USA (LCU) for his hard work in getting Lotus to bring the Elise to the US by demoting him and giving the President and CEO to someone else, just as the results of Arnie's efforts were coming to fruition. Instead, Arnie left.

Arnie has been with the various Lotus distributors in the US since 1971.

If Arnie had been doing a bad job, maybe that would be understandable, but Arnie had been keeping the US presence of the company alive for years while Lotus did the bad job, obviously ignoring that some day European demand for the Elise would be satisfied and some day they would have to stop selling the Esprit in the US.

I guess Lotus wants folks in the US head offices with broader automotive industry experience to expand the presence of the marque, but I really doubt that Mr. Hale's and Mr. English's experiences from Isuzu, Volvo and Mazda are really going to help them expand Lotus, just like Ron Foster's experience from Porsche didn't help him run LCU a dozen or so years ago. Lotus is unique. How many other car companies only sell 2500-5000 cars per year in the US (or are ramping up from selling 100 cars per year)?

One can argue that it is only business (which I keep hearing from folks online and totally disagree with), but it was still a pretty scummy thing to do to someone who did so much to promote the company.

Lotus Lines is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the Chairman. Other Lotus clubs are welcome to use the material printed in *Lotus Lines*, provided that the ELCC, *Lotus Lines* and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

Membership in the ELCC is \$20/year, with the membership year starting in January, and is prorated in three month increments. Membership includes a club roster and a subscription to *Lotus Lines*.

Contact the Editor for business ads rates in *Lotus Lines*.

Contact ELCC at:

Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481
<http://www.elcc.org>

The ELCC officers are elected bi-annually and those officers are currently:

Chairman:	Tom Miller	(206)783-9716
	labtrm@vmmc.org	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2116
	dave@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

Book Review - Lotus 78 and 79 The Ground-Effect Cars

John Tipler's book is a history and light technical of what some consider the last truly successful cars from Team Lotus. He also describes the cars that immediately preceded and followed them, including the Types 86 and 88 (the "twin-chassis" cars). Tipler is no stranger to Lotus; he has written books on the Seven, Elise and Type 25/33 F1 cars.

I think Tipler tells the story of the development of ground effects and how Lotus was able to take advantage of it in F1 before anyone else is an engaging manner. He includes excerpts from interviews with many of the people directly involved with the cars, like Mario Andretti, Peter Wright, designers Martin Ogilvie and Geoff Aldridge, Eddie Dennis and Peter Riches (who built the cars), team mechanic Glenn Waters and team engineer Nigel Bennett. I think the book does a good job of explaining how the technology worked and how the team used it and then how they let the advantage slip away.

My favorite things about the book are a) it explains the interpretation of the rules that led Team Lotus to believe that the Type 86/88 would be legal better than any other version of the story that I have seen (it came down to the word "chassis" being the plural of "chassis") and b) it has a lot of very good detail photos of the cars unavailable in any other source. (I build scale models and contemporary detail photos are always a great find)

The most irritating thing about the book is that Tipler, thinking that there would be confusion because the Type 78 was the new car for the 1977 season and the Type 79 for the 1978 season, decided to create a new convention, referring to the Type 78 as the "T78", the Type 79 and the T79 and so on. And after going to trouble of creating this new convention, doesn't follow it all of the time. But don't let this get in the way of enjoying the book.

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Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you want the ad to be removed.

For Sale: 1966 Lotus Elan Series 2 roadster. Yellow/Black. Original condition 35,000 miles. Immaculately maintained. \$22,500. David Caley: davidcaley@centurytel.net 360 297 4362.

Parts Wanted: for 1968 Series III Seven. Engine brackets for crossflow, front lower a-arms, handbrake lever. Andre, 206-528-8141, ags58@earthlink.net.

For Sale: Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin, 425-417-3862 for more information.

For Sale: 1969 Elan S4 DHC. White daily driver. 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except Crane Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13. Factory Service Manual. Black top (never used). Black Tonneau. Felt car

cover. Hemmings list good as 14K, CPI list at 12K. Chuck Botts (non-member), cbotts@san.rr.com, 858-292-1480, San Diego, CA.

For Sale: 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. \$20,000/Make offer. Maury Montag, 425-391-5359.

For Sale: 1962 Jaguar Mk 2. British green, 3.8 liter, AT, power steering, power brakes. \$23,000. Scott, 206-723-5094, Seattle, WA.

For Sale: 1979 Eclat, Black, 40k miles, Automatic, \$7000 obo to good home. Joe Terry, 425-885-0637.

For Sale: Two Solex carburetors for Series One or Two Europa, \$85 for the pair. Bob Cross, 360-652-9260.

Parts Wanted: for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman, 206-854-6706.

For Sale: 1969 Europa S2. Type 54. West coast car. Electric fuel pump. Weber 32/36 DGV carb. ceramic coated header. Rebuilt master cylinder. New motor mounts. Gotti wheels. New starter motor. Rebuilt radiator. Electronic ignition. Frame/suspension upgrades. \$7300. Mike (non-member), 425-398-1022.

More Autosport Photos by Richard Boyd



Elise Update

The US Elise has not yet arrived. According to rumors, the cars should be arriving in the country in the middle of June. The first cars will be shipped to the east coast and then trucked to the rest of the country, so folks who ordered cars here are likely to be the last to receive their cars.

If you still want to buy a place in line, there are plenty for sale on eBay. If you want to find a spot in line, the EliseTalk forum has waiting line counts for the various dealers in the country. Check it out at:

<http://www.elisetalk.com/forums/showthread.php?threadid=3601>

Event Calendar

ELCC events are listed in **BOLD**

- June
- 6 South Of Olympia Tour**
- July
- 2-4 SOVREN Vintage Races and Lotus Corral, Pacific Raceways, Kent, WA**
- 24 Western Washington All-British Field Meet, Bellevue, WA**

Car Clubs

- BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 <http://www.bmwpugetsound.com>
- CMCS: Corvette Marque Club of Seattle
425-486-2309 <http://www.corvettemarqueclub.com>
- NWARC: Northwest Alfa Romeo Club
360-766-4405 <http://welcome.to/nwarc>
- WWSCC: Western Washington Sports Car Council
206-255-0658 <http://www.wwscc.org>

Racing Clubs

- BSCC: Bremerton Sports Car Club
360-697-1761 <http://www.bscc.net>
- CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 <http://www.cascadescc.com>
- IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 <http://www.irdc-racing.com>
- ICSCC: International Conference of Sports Car Clubs
425-226-1338 <http://www.icsc.com>
- SCCA: Sports Car Club of America, NW Region
206-292-0500 <http://www.nwr-scca.org>
- SCCBC: Sports Car Club of British Columbia
604-824-7277 <http://www.sccbc.net>
- SOVREN: Society of Vintage Racing Enthusiasts
206-232-4644 <http://www.sovren.org>
- TC: Team Continental, Portland, OR
503-645-9058 <http://www.teamcontinental.com>

From The Chair

Well I threatened to do it last month and now you can read all about it: my first member profile.

I was thumbing through the club roster, looking for a victim, looking for cars owned and interesting professions, when Morgan Seeley's listing caught my eye. Not only does he own my favorite Lotus (actually a Caterham 7) but also his occupation was listed as Glass Blower. I've enjoyed watching my cousin battling molten glass in his own studio so my interest in Mr. Seeley grew.

After a brief and I hope painless phone interview (take note, you guys) I forged this little piece. If there are any inaccuracies, they are mine and due to bad note-taking.

Morgan was born in Seattle but lived in San Francisco during high school and college. He said he became aware of Lotus due to Jimmy Clark's first drive at Indy and the Parnell James controversy of oiling the track. Later, he saw "The Prisoner" on TV; the Seven had a hold of him. He would also pick up British car racing mags, which would have Lotus 7 ads. This was around '67 or '68. Morgan mentioned seeing the car in the flesh at a dealer in San Carlos around that time. I would think that was when the hook was set.

So, this craving smoldered for 30 years and Morgan said the opportunity arose in the year 2000 to acquire the object of his desires. Talk about delayed gratification! Well at least this gives me hope. He took delivery of the kit in multiple boxes down by SeaTac airport and it took him a year to get his Zetec powered Seven on the road.

I believe it was during this time Morgan discovered our club website while searching for information on the Web. I asked Morgan what the club meant to him and he replied that he enjoyed the newsletter but it also gave him access to people with Lotus knowledge and as a source of information. Morgan mentioned he had been on at least one Westside drive organized by David Caley and I hope to see him on more when we drive over there later in the year.

I would be remiss if I didn't tell you about Morgan's profession, glassblowing. He is part of the Sunny Arms Artist's Co-Op located in the South End, on Airport Way. Glass blowing is amazing to watch. The sheer number of BTUs involved in the gas jets and in keeping a vat of clear glass molten in the glory hole is astounding. The tools are a cross between something used by a blacksmith and a pipe fitter with a little wet newspaper, air jets and mirrors thrown into the mix. Add to this, cooling, popping, shattering waste glass; the real threat of being burned and the need to keep the work in almost constant motion and you have quite a dance and a whole lotta sweat. Come to think, this work might make you immune to the heat transfer of a Seven's headers through the thin aluminum pedal box. Child's play, by comparison. Morgan has been kind enough to leave the phone number of the Co-Op, 206-624-9320. If you're curious about the process, give a call, talk to Morgan and set up a visit.

Thank you, Morgan, for your cooperation. I'll be back next month.

Tom

Member's Notes Compiled from members

JESS MARKER reports: "Got back from running our 5th Copperstate 1000. Had a great time, the Elite ran beautifully without too many write ups after the finish. Eddie and I got 3rd place in the TRT (time, rate, trials) and tied for 1st in the "scavenger hunt", 25 questions a day identifying landmarks, etc. Good fun. For anyone interested, there were several magazines represented who traveled with us, including *Forza*, *Vintage Motorsport*, the Jaguar club magazine, *Car Collector* and one online magazine, *iZoom*. *iZoom* has an

article and pictures of the event at <http://www.izoom.com/copperstate2004.html>. He is getting ready to head down to Lake Tahoe for the West Coast Lotus Meet.

After promoting it and promoting it, your editor ALAN PERRY, put down the wrong weekend for the West Coast Lotus Meet in his calendar and did not make it there.

Welcome to new members Wayne Shook, William Hughes, Gary DeBardi, Garrett Valentino and Steven Mowat.

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Elise Radiator Issues by Alan Perry

I haven't seen a tech article in this newsletter for some time, so, even though it is for a car that few of you will own (an original S1 Elise), I had to fill this space with something!

My Elise is a very early car, maybe among the first left hand drive production cars built. One of the cool things about the Elise is the horizontal radiator. The inlet air comes in through the opening on the front of the bodywork and the radiator exhaust air exits from opening at the base of the windscreen. This is the cover for the front compartment on S1 cars and grillwork on the US market car.

As neat as the horizontal radiator is, there are a couple of problems that this layout causes, as I have discovered with my car.

1. Bleeding the Air from the Cooling System

Because the radiator lies flat, it is very difficult to get all of the air out of the cooling system as the radiator is filled. The rows of the radiator, particularly since they are higher than the opening on the ends of the radiator that attaches to the radiator tanks, form lots of little air pockets. Lotus fills the cars at the factory by applying a vacuum to the cooling system and then using this to draw the coolant in, but this isn't so easy for the average home mechanic to do.

There is a procedure in the manual for filling the system, but, at least for the S1 cars, it does not do the trick. Since I had the front clamshell off of the car fixing the second problem that I will describe, I was able to try a technique that got more of the air out (but still not all of it).

Before I describe the technique, let me describe the system. Like an Esprit or a Europa, the engine is in the back and the radiator is in the front and they are connected by pipes and hoses that run the length of the car. There is a plastic header tank and a bleed hole in the engine compartment and another bleed hole on the hose on the coolant exit side of the radiator.

The factory-specified method for bleeding the cooling system involves pressuring the system through the header tank with a cooling system pressure tester. After that, you start the car and bleed the air at the front and rear bleed points. As I said, the problem is that air still gets trapped in the rows of the radiator.

My technique for finishing off bleeding the cooling system involves squeezing the inlet house for the radiator and bleeding off the air on the exit hose until you can't hear the coolant sloshing around in the radiator. This works best with the engine running and the coolant hot. The problem is the air bleed is a thumbscrew, so you need to cover your hands with something that can take very hot coolant and still allow you to turn the thumbscrew.

Or, you can find a big vacuum source and do it just like the factory does.

2. Radiator Fan Failure

My early S1 Elise uses a single SPAL 10" pusher fan that mounts under the radiator. These are apparently very good electric fans that are very thin and light. However, they don't seem to have been designed to be mounted horizontally.

The back side of the fan, which is facing down as used in the Elise, is a few inches in diameter and has no openings. Unfortunately, moisture can get into the motor and then pool up on the back of the fan motor. If the fan is not used frequently enough, the moisture causes the bearings to oxidize and the shaft in the motor that fan blades spin on can freeze up solid. I previously reported in this newsletter how when I drove my Elise in the Bainbridge Island Fourth of July Parade, the car was overheating; this is why. The fan motor was on the verge of failing.

Access to the radiator fan is not easy in my Elise. First, you have to remove the front clamshell. That is the piece of bodywork that covers the car from the door forward. Then you have to drain the cooling system and remove the hoses from the radiator. Then you have to remove the radiator housing. Then you can access the underside of the radiator and remove the cooling fan.

I was able purchase a replacement fan directly from the U.S. distributor for SPAL. The fan was exactly the same model as used by Lotus. Lotus just put their own connector on the end; I cut off that connector from the old fan and spliced it onto the new one.

I put everything back together and the new fan and the properly bled cooling system work great now.

For those of you about to buy a new, US market Elise, you may wonder if your car will have these problems. After talking to Lotus, apparently it will be hard to bleed all of the air out of the cooling system. However, after going through a number of fan suppliers and designs, the cooling fan problem should not be an issue on the new cars.



Tech Session - TwinCam Short Block Assembly by Steve Shipley

What is commonly referred to as Autosport is two entities. Johnnie's Machine was the original business and Autosport Seattle is the parts business that was started a few years after the machine shop was started in 1977. For those of you who are not familiar with Autosport, John Maloney and Brad Boswell have a depth of knowledge about classic, performance, exotic, and racing cars that few others possess. Current projects include an engines from Auburn, Ferrari, Jaguar, Mercedes, and several Lotus TwinCams. I've been a customer for at least ten years and you will see something rare and unusual in the shop on every visit.

The machine shop is fully equipped for boring, crankshaft grinding, surface grinding, and pressure testing. I've had two engines built by Autosport which included resleeving, aluminum head repair, porting, and flywheel lightening. They have done it all, over and over again. They also provide after sales service that goes beyond what anyone else provides. John even adjusted my Europa so it passed emissions.

The assembly of Rich Boyd's short block started with a bored and decked block and a newly ground crankshaft. The block had been bored .040 over. The top surface of the block was surface ground to highlight any irregularities. Subsequent passes are made until the surface is perfectly smooth. John started the assembly with an examination of main caps. There was a question about how the caps and block had been stamped and he demonstrated how you can feel small misalignments by rubbing your finger across the surface that carries the bearing shell where the main cap contacts the block. Your fingertips can detect very small tolerances.

Once the location of the caps had been determined, the bearing shells were placed in the block. The crankshaft had been ground .020 under so each bearing was checked for the proper .020 under mark before insertion. Once a bearing is inserted into the block or a cap, it is lubricated with Hilton Hyperlube. The main cap bolts were lubricated on both threads and the shoulders to facilitate a consistent torque. Every bearing installed is followed by crank rotation. Any misalignment or clearance problem is signaled by a change in the force required to rotate the crankshaft.

Once the main bearings have been installed, the clearance is checked using Plastigage. A main bearing cap is removed and any excess assembly lube is wiped away. Plastigage is a soft waxlike wire that is crushed by the main cap as it is torqued. The cap is then removed and the now flattened wire is checked against the printed wrapper which shows what crushed width corresponds to bearing clearance. The plastigage is wiped away and the cap is reinstalled.

The thrust washer is installed and a dial indicator is used to measure the end play of the crank. The thrust washer is the

bearing that positions the crankshaft fore and aft in the block as the pressure plate loads and unloads the crankshaft. Each main bearing cap is now torqued to specification. The crankshaft is turned between each operation to ensure that everything is moving smoothly.



With the crankshaft and main bearings in place, John checked ring gaps and piston clearances. As with the crankshaft, the rods had been reconditioned and pistons installed on the rods. John discussed how to install piston pins and their circlips. Rings are installed on pistons with careful consideration on ring gap placement. A bearing shell is checked for its marking and pressed into the big end of the rod. A ring compressor is used to clamp the rings so they will not catch on the top of the block as the piston is tapped into the block with the end of a wooden hammer handle being careful to avoid touching the rod journals with the rod bolts. The rod cap is installed with the bearing and torqued. The crank is turned to see that the assembly turns smoothly and the piston to deck height was checked. This process is repeated for the remaining piston and rod assemblies. With the installation of oil gallery plugs and freeze plugs, the short block is complete.

This process is much more fun to perform than to write about. After the session was complete I was talking to Richard Boyd whose engine was being rebuilt. Rich is restoring a 1969 Elan that was purchased as a low mileage car while he was in graduate school at UCLA. And I find out that Rich has done something that should make everyone take notice. The immediate effect is negligible, the potential effect is great. Rich has put the club in his will. It's a great compliment and a great responsibility to the membership that Rich wants us to take care of his car.

