



# *cam journal*

*The Official Newsletter of the*  
**Lotus Car Club of British Columbia**



# Lotus Car Club of British Columbia

**PO Box 44425, Westside RPO, Vancouver, BC, V6S 2C5**

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## Advertising :

	<u>Single Issue</u>	<u>One Year</u>
Business Card	\$10.00	\$40.00
Quarter Page	\$20.00	\$80.00
Half Page	\$50.00	\$150.00
Full Page	\$70.00	\$200.00

## Meetings:      **The First Wednesday of Each Month at 7:30PM**

<b>March 7, 2007 – Wednesday – 7:30PM</b>	<b>April 4, 2007 – Wednesday – 6:30PM</b>	<b>May 2, 2007 – Wednesday – 7:30PM</b>
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**LCCBC Main Web Site: <http://geocities.com/lotusclubofbc/>**

**LCCBC Members Only: [http://groups.yahoo.com/group/lotus\\_car\\_club\\_of\\_bc/](http://groups.yahoo.com/group/lotus_car_club_of_bc/)**

The Cam Journal is the official newsletter of the Lotus Car Club of British Columbia. The Cam Journal is published bi-monthly and is supported by membership dues and advertising revenues. All opinions expressed in the Cam Journal are those of the individual authors and does not necessarily reflect the opinions of the Cam Journal staff, the club executives or members of the Lotus Car Club of British Columbia. Others clubs are welcome to use material printed in this newsletter, provided the Cam Journal and the Lotus Car Club of British Columbia is duly credited. All contributions to this newsletter should be submitted to the editor by the published deadlines. The editor reserves the right to edit in whole or in part any and all contributions.

# Calendar 2007

## JANUARY

- 1 New Year's Day
- 3 Monthly Meeting 7:30 PM

## FEBRUARY

- 7 Monthly Meeting 7:30 PM
- 14 Valentine's Day
- 17-18 Thunderbird Rally  
[www.rallybc.com](http://www.rallybc.com)
- 18 Chinese New Year
- 19 President's Day (USA)

## MARCH

- 7 Monthly Meeting 7:30 PM
- 17 St. Patrick's Day
- 18 Australian Grand Prix F-1  
[Melbourne Grand Prix Circuit](http://Melbourne Grand Prix Circuit)

## APRIL

- 4 Monthly Meeting 7:30 PM
- 6 Good Friday
- 8 Malaysian Grand Prix F-1  
[Sepang International Circuit](http://Sepang International Circuit)
- 9 Easter Monday
- 15 Bahrain Grand Prix F-1  
[Bahrain International Circuit](http://Bahrain International Circuit)

## MAY

- 2 Monthly Meeting 7:30 PM
- 4-12 [www.onelapofamerica.com](http://www.onelapofamerica.com)
- 9 Colin Chapman's Birthday
- 13 Mother's Day
- 12 Spanish Grand Prix F-1  
[Circuit de Catalunya](http://Circuit de Catalunya)
- 19 ABFM - Van Dusen Gardens, Vancouver
- 21 Victoria Day (Canada)
- 27 Monaco Grand Prix F-1  
[Circuit de Monaco](http://Circuit de Monaco)
- 28 Memorial Day (USA)

## JUNE

- 6 Monthly Meeting 7:30 PM
- 10 Canadian Grand Prix F-1  
[Circuit Gilles Villeneuve](http://Circuit Gilles Villeneuve)
- 17 US Grand Prix F-1  
[Indianapolis Motor Speedway](http://Indianapolis Motor Speedway)
- 17 Father's Day
- 29-30-1 SOVREN Vintage Races  
Pacific Raceways Kent, WA

## JULY

- 1 Canada Day
- 1 French Grand Prix F-1  
[Circuit de Nevers Magny-Cours](http://Circuit de Nevers Magny-Cours)
- 4 Independence Day (USA)
- 4 Monthly Meeting 7:30 PM
- 7-8 Portland Historic Races  
Portland International Raceways
- 8 British Grand Prix  
[Silverstone Circuit](http://Silverstone Circuit)
- 22 German Grand Prix F-1  
[Nürburgring](http://Nürburgring)

## AUGUST

- 1 Monthly Meeting 7:30 PM
- 5 Hungarian Grand Prix F-1  
[Hungaroring](http://Hungaroring)
- 6 Civic Holiday (Canada)
- 17-19 Historic Automobile Races  
[www.laguna-seca.com](http://www.laguna-seca.com)
- 26 Turkish Grand Prix F-1  
[Istanbul Park](http://Istanbul Park)
- 31 Club Lotus NW Track Day  
Portland International Raceways

## SEPTEMBER

- 1-3 Columbia River Historic Races  
Portland International Raceways
- 1-2 All British Field Meet
- 3 Labour Day
- 5 Monthly Meeting 7:30 PM
- 8-15 [www.targanewfoundland.com](http://www.targanewfoundland.com)
- 9 British Car Picnic in the Park  
Hougan Park Abbotsford, BC
- 9 Italian Grand Prix F-1  
[Autodromo Nazionale Monza](http://Autodromo Nazionale Monza)
- 16 Belgium Grand Prix F-1  
[Circuit de Spa-Francorchamps](http://Circuit de Spa-Francorchamps)
- 22-23 Vancouver-Whistler All British Run
- 30 Chinese Grand Prix F-1  
[Shanghai International Circuit](http://Shanghai International Circuit)

## OCTOBER

- 3 Monthly Meeting 7:30 PM
- 7 Japanese Grand Prix F-1  
[Fuji International Speedway](http://Fuji International Speedway)
- 8 Thanksgiving (Canada)
- 8 Columbus Day (USA)
- 21 Brazilian Grand Prix F-1  
[Autódromo José Carlos Pace](http://Autódromo José Carlos Pace)
- 30-31-1-2 SEMA Show  
Las Vegas Convention Centre

## NOVEMBER

- 7 Monthly Meeting 7:30 PM
- 11 Remembrance Day (Canada)
- 11 Veterans' Day (USA)
- 22 Thanksgiving (USA)

## DECEMBER

- 25 Christmas Day
- 26 Boxing Day (Canada)



## ***Dave Rush – Europa S2 – President's Point of View***

Quintana Roo DA Santo

If any members out there don't have a LORDCO club card, let me know. The card gets you 30% off some price on their computer that may be list, a price that everyone gets or some other price structure and is usually worthwhile flashing at the parts counter.

Rod Raedler from ICBC is the guy to talk to if you are interested in having your car in one of their calendars. It is probably best to email me a picture and when I get lots, I will forward them on to streamline his selection process. I doesn't sound like the cars in our club will qualify anytime soon as next year's theme is customs and the year after is exotics. I'm aiming for exotics as a \$300,000 car that you see every week can't be considered as exotic as say a type 14 Elite but the glossy car magazine covers seem to have the public thinking 500 Hp and steamroller tires makes for an exotic. I'm very willing to argue for 100HP, 1100 lbs. and total production in the 3 digits.

I have heard numerous reports that the new mainstream oil formulations are not what they used to be and that their ability to lube slider cams is getting poor. I'm no expert but the issue is looming out there.

A new member to our club, Philip de Freitas, is carrying on the club spirit by taking his new Elise home, taking it apart and modifying it. An article on this appears in this CJ

I was recently cruising Ebay and came upon a gasket set for a mercury Marine Renault engine. I figured I would be only one to have found a gasket set for the mythical marine engine that Renault sold to Mercury as well as Lotus for the Europa. I smugly waited for my lowball bid to win and 2 days before the auction ended, the price started jumping. Since I really wanted a spare head gasket, I had no choice but to follow. When I went to the bidders list to try and find out who would have a Mercury Marine Renault, I discovered that my competition was somebody named LOTUSGUY. The moral of this is that the secret part you found hiding on Ebay will also be found by other Lotus people.

BBC's Topgear, usually on Sunday: All I can say is watch it, and not just because some sort of Lotus usually makes an appearance. It's current, funny and unlike every almost every other TV show dealing with autos, the presenters are not choking on flowers when they discuss specific cars.

VW doesn't want Chrysler as they are probably waiting for GM to hit the auctioneer and Toyota is too smart to buy a manufacturer that makes cheap bling with little substance. Honda just shakes their head at the silly stuff others make and already makes much better silly stuff. My guess at the next owner of Chryco....Peugeot! If I'm wrong, I will resign as President of the LCCofBC effective Dec. 31/07. Start your campaign to become the next President early.

Have fun on the spring commissioning of the toy – Dave

Do uncompleted projects give us comfort in it's stability?



## **Lotus Australia donates an Exige**

Some Police Officers have all the fun... Please don't tell the RCMP about this.





## ***Ian Green – Elise 111R – Editor's Expletive***

It's almost March, and I've had the Elise for just over a year. Thoughts?



Weekends are only 48 hours. Car is damn reliable, like a Toyota. Still miss my Europa S1 and the Europa TCS, the Elise is simply too civilized. It's at the point now where I expect it to start every time. But forty years after the Europas' introduction, the heating-AC system is still pathetic. Amazing. Must be that warm beer theory.

Would be nice if the passenger seat slid forward, then I wouldn't have unbolt the damn thing to remove errant twoonies. If you open the door in the rain, water from the roof falls on the sill. Turn the corner too fast with the window open, water soaks your arm. I'm not complaining, far from it. As the above picture illustrates. I'm too busy driving to wash the poor creature. But soon, I promise. I need to find a good detailer though.

Weissach had three Exige S in stock for a couple of weeks. They're sold now. The black one was tempting, but successfully (for the time being) I avoided becoming an uncontrollable shivering mass of jello with a cheque signing pen in my right hand. I just stayed away from the dealer. Smart move. Whoa!! The yellow one is back?

Hugh McLellan added a stablemate to his Seven, a new chrome orange Elise. Looks absolutely gorgeous. I hope his Seven is not jealous of this recent addition to the family. Hugh also for this issue supplied the piece on the F1 Travel Escape, Belgium. "It is organized by Alain Catteau. I have gone on his tours to Montreal and Monaco in the past and can highly recommend these tours. I had planned to go to Spa with him this year but I bought the Elise instead. So unless I win the lottery..."

Yep, I need to win the lottery so I can get back into Europas.

Phiilp de Freitas with his yellow Elise must have woken up one morning with a vision. He's upgraded the suspension, brakes, steering rack, radiator. Who knows what else....? Even the engine and the gearbox he took apart. I'm expecting to see carbon fibre front and rear clams next.

If you ever wondered what Sacha Fasseart's bike trip diary was doing in this Lotus newsletter, it's evident in this issue. He travels 2500 miles and meets up with a herd of wild Lotus. It's a good read.

## ***Ian Green – Elise 111R – Editor's Expletive***

David Ellis scanned the “build your Lotus Seven in a weekend” advertisement.

Sadik Dobra built a giant BBQ rotisserie, then stuck his Elite in the middle of it. I'm jealous, that's what I wanted to do with my Europa S1, but chickened out. Can't wait for his Elite to be finished. Nice, very nice. Sadik also submitted an interesting Lotus Morph F1 animation. You will find it at the LCCBC back door of my website.

James Armstrong submitted a Saab fancy driving demonstration file. Same back door location as above.



Mike Boyle when asked if anything to say re this issue, replied;

Dreary season wanes.  
Dripped lubricant glistens.  
A Lotus beckons.

Who knew Mike knew Haiku? He also sent the Langley Area Mostly British club announcement.

Thanks everybody. You're making my job easy.

PS... I discovered that the footrest on the passenger side of the Elise, makes a great impromptu cup holder, when you forget which car you're driving while passing a Starbucks. Yeah, I know.. what you're thinking. :-)





**Sadik Dobra – Elan S4 & Elite S2 – Rotisserie & Soda Blasting**





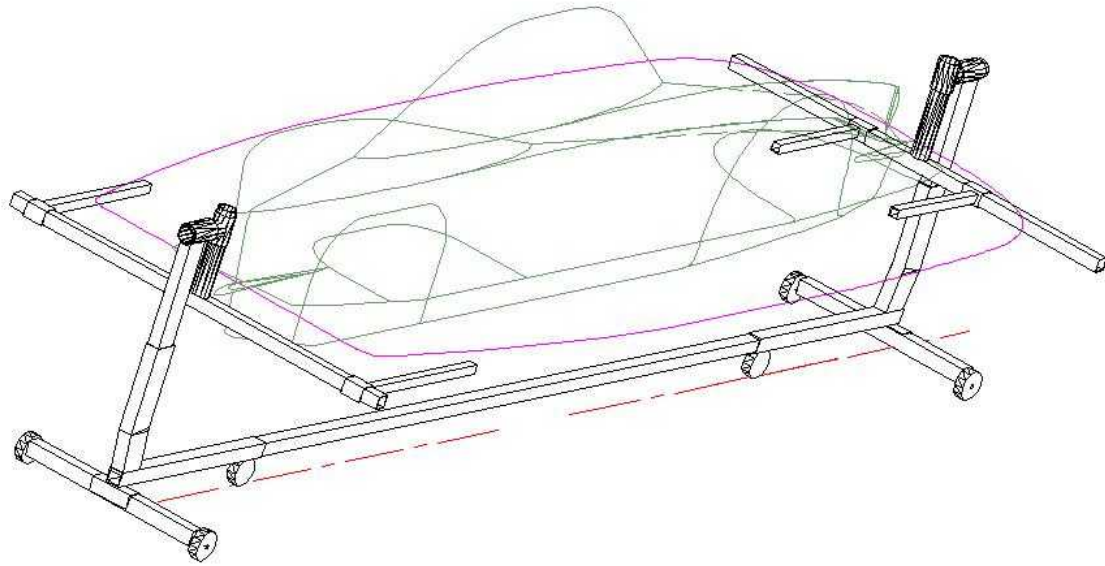
**Sadik Dobra – Elan S4 & Elite S2 – Rotissiserie & Soda Blasting**



**Sadik Dobra – Elan S4 & Elite S2 – Rotissiserie & Soda Blasting**



**Sadik Dobra – Elan S4 & Elite S2 – Rotisserie & Soda Blasting**



**Photos: Sadik Dobra**

**More here... <http://www.europa24fps.com/lccbc/dobradonair/>**

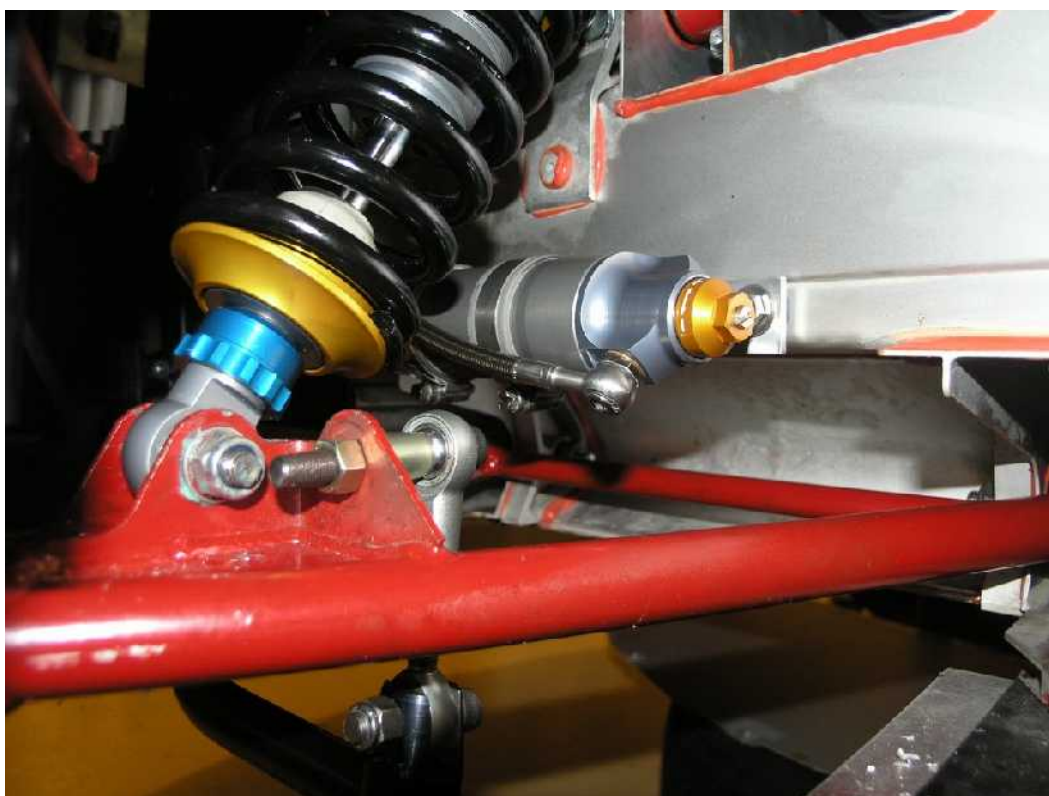


## ***Philip de Freitas – Elise 111R – Undercover Work***

New suspension, new hubs, new brakes, new radiator, new steering rack, engine mods, dry sump. Just your everyday Sunday tuning. Sure... OMG!! The more I look at his pictures, the more I find.



## ***Philip de Freitas – Elise 111R – Undercover Work***



**Photos: Philip de Freitas**  
**More here... <http://www.europa24fps.com/lccbc/defreitas/>**



## ***Hugh McLellan – Seven & New Elise 111R***

It is interesting to compare the driving experience to my Seven. I find the Elise is surprisingly similar. The Seven is more direct, but the Elise suspension allows higher levels of cornering on modern (i.e. Bad) roads. I believe the Elise will be quicker and faster once I break it in and get to use all of the revs. I need to finish the restoration on the Seven to do a back to back comparison this summer. Both cars attract a lot of attention.

On the other hand, the Elise is a luxury car compared to the Seven: the heater works (i.e. it goes on and off, unlike the Seven which has two settings: hot and hotter), with the top up I stay dry, it has a nice leather interior, a radio that I can hear when stuck in traffic and there is even a cup holder (however no cups are allowed in the car!). As mentioned, the suspension is much more compliant in the Elise, even with the Sport Suspension (although the track pack allows me to soften it to close to stock for the street).

The Seven is harder to get into than the Elise with the tops up and the Elise is harder to get into than the Seven with the tops off. The carrying capacity is similar. I can get my golf clubs in the boot of the Seven and Elise - if I break them in half! I have been able to fit my hockey gear and sticks in the passenger side of both and put the top up.

The Seven was designed in 1957 and fifty years later, it is still a lot of fun, but the Elise is great fun too, and I can (and do) use it as my daily driver.



***For more about the Elise, check out;***

***<http://www.elisetalk.com/>***

***<http://www.sandsmuseum.com/cars/elise/index.html>***

***Warning; fanatical and often rude Elise owners live here; <http://www.monkeytuner.com/forum/>***



***Hugh McLellan – Seven & New Elise 111R***



***Photos: Hugh McLellan***

## **Sacha Fassaert – Esprit Turbo – 25 Days on a Bike Part 3 of 5**

### **Day 8; Page to Winslow AZ**

After riding around the town and failing to get any inspiration for breakfast, I loaded up the bike, filled up the tank, ate some beef jerky and headed straight down HY 89 south, dry, flat, barren, and fairly unremarkable, passing through the indian town of Cameron before meeting the first rainfall of the trip in Flagstaff. Getting on Interstate 40 to Winslow got me out of the drizzling rain in a hurry, despite wanting to try and find the \$18 motel that welcomed me and my Suzuki 13 years earlier. Flagstaff had been my furthest point of excursion on a bike ever, until today. As could be expected, the Interstate was a bore, simply marking time between impatient Semi's.

Winslow is memorable to me because of it's mention in the Eagles song 'Take it easy'- that said, I was truly surprised to see a shrine on a corner near the end of town where a statue of a guy with a guitar was looking over to a (empty) red, flatbed Ford truck (I always imagined would be white). The place was all tourist approved, with the names of those who had come, seen, and paid a fee to have their names put in the bricks of the sidewalk, most of which was surrounded by fencing, as some kind of repair was taking place. Apparently there is usually a mannequin of a girl in the truck, too, but she was missing. If I remember correctly, the other three corners were retail stores positioned to take advantage of the Route 66 appeal of the place, one selling souvenirs and another selling records and Eagles memorabilia (despite the fact that "Take it easy" was actually written by Jackson Browne), the blocks surrounding all having signs pointing to the "standing on a corner" exhibit. I had a burger down the block in a sleepy tavern called Bojo's grill and sports club, and texted my girlfriend that I was 'standing on a corner in Winslow Arizona'. She replied by asking how many women were on my mind...classic. An hours' legal ride without my helmet on led me to the local Motel 6, with an indoor pool and a hot tub, complete with broken ladder and safety rail, respectively, and was home for the night at \$47.74.

[View Day 8 slide show](#)



### **Day 9; Winslow AZ to Needles CA**

Despite the fact that I had only one more day before hooking up with my buddy in Cambria, I HAD to find a place to do some laundry, my used socks taking up far too much olfactory space.

## **Sacha Fassaert – Esprit Turbo – 25 Days on a Bike Part 3 of 5**

There was, it turned out, a laundromat right across the parking lot, and after dumping my smelly bounty in the washer, headed across the parking lot to Safeway, and then the not yet open Subway before settling on... McDonalds for breakfast, the only time on the trip. Freshly laundered and fed, I headed down HY 87 entering the same bland desert rangeland as yesterday that eventually morphed into a high desert forest littered with the occasional home or campsite, dirt roads diverging every few miles.

Still plenty of those deer crossing signs...swinging west to HY 260 and then right onto I 17 and then north onto HY 179 got me to Sedona, a enclave of extremely expensive looking homes and art galleries, looking almost like a miniature version of Zion park, right down to the color of the rocks and hoodoos. Wasting no time in getting out of there, I found myself feeling a little disoriented as the road got lost in a more desert-y setting and started up a long steep incline towards the historic mining town of Jerome, with the winds picking up considerably. There is a junction at the top of the road in Jerome that says one way to the left, but I missed the fact that to get out of town you have to go right... but it was not till I went halfway back down the hill and doubled back that I realised. Good thing I did: the road leading out of Jerome and over Mingus mountain was a fabulous sportbike road with recently paved, narrow mountain twisties and sparse traffic.

I had to force myself to pull over and take pictures, that road was so much fun. After that, It was a chore finding my way out of Prescott after stopping for gas, but the road through Skull Valley (HY10) and on to the mining town of Bagdad (HY 96, unfortunately not the same town as the one in the film Bagdad café , which turned out to be near Barstow CA instead) was a delight of rolling hills and lonely, lightly populated ranchland. HY 93 was a broad fast interstate style roadway which suited me fine, as I was intent on making it back to the coast in as little time as possible, now that my colleague Jeff was back at his house in California, and had invited me to stay. Getting back on Hy 40 and heading to Kingman, I had a Whattaburger (pretty good) and decided to make a further stab towards California before settling down for the night. Sunset came just after I left Kingman, and the temperature actually went up about ten degrees as I descended into the mohave desert, finally stopping in Needles Ca for the night, at the Motel 6, for \$41.79. Unfortunately, all pictures were lost or corrupted from this day.

### **Day 10; Needles to Cambria CA**

Breakfast at Denny's followed by a dip in the pool led to a meeting with an outspoken, large woman called Debbie who told me in some detail how she had forcibly extracted an apology from some male stranger who had verbally mistreated her physically disabled female friend, the Motel 6 manager. You can meet such wacky people on the road...The manager herself was a real gem who gave me a look at a California map (I had somehow lost mine) and told me that down the road and under the railroad tracks I would not only magically be back in Arizona, but save 15 cents a gallon on gas by doing so. Further, she suggested finding the Colorado river and taking a dip... it would be the best way to stay cool for awhile, she said, as I was heading deeper into the Mojave desert and even at 9 in the morning it was topping 100 degrees. Great advice on both counts. I surreptitiously stashed my wallet and phone before walking, fully clothed, boots and all, into the Colorado and then, emerging drenched, rode off into the Mohave desert. It was hot.

Save for my socks and crotch, I was completely dry in less than a half an hour, and repeated the soaking with a manual well pump at a rest stop halfway to Barstow along I 40, where I met a young film student called Aaron on a brand new Yamaha, who was moving to California from Kansas to make his way in the film business. Imagine his surprise when I told him I was a focus puller from Canada. He told me he was going to follow my lead and get drenched before heading on...After a cold beer and a flash rainshower in Barstow, HY 58 to Bakersfield was uneventful until a northerly crosswind near Mohave (and Edwards air force base) started blowing so hard I had to stop and talk myself into going on, I was finding it so difficult to keep the bike pointed straight. Sure enough, 5 miles on, an unfortunate trucker had lost his load of a mobile home, and left it sitting on it's mangled trailer like a perfectly photographable description of the weather, but I didn't stop in time to take a decent shot-I even turned around to go back for one but couldn't get near it without spending too much time- the road I chose ending at some railroad tracks. Back on 58 a few minutes later the hundreds of electric windmills in Tehachapi came into view along the ridges to my left...go figure. After refueling in Bakersfield and buying another California map, I headed north on HY 99 then west to HY 46, where I wound up racing straight through the heart of a lightning storm that surprisingly didn't rain a drop nor blow much. I stopped to buy some fresh pistachios from the only store, or building, for that matter, at Blackwell's Corner. There was a great sign in front proclaiming not only that this was the worlds largest parking lot, but also that this was the last stop James Dean made before he had been killed, and the proprietor warned me of the strictly enforced speed limits on that consistently dangerous stretch of road.



## **Sacha Fassaert – Esprit Turbo – 25 Days on a Bike Part 4 of 5**

I had seen a bunch of cops, but after the county line their presence was forgotten in the driving winds that had picked up again. Sunset came about the time I entered Paso Robles, where the weather got funky yet again and drenched me in thick, cold, coastal fog all the way to Jeffs' friends place in Cambria, where a warm welcome, a great dinner, and way, way too much free alcohol greeted me. Nuff said. No further pics from this day.

### **Days 11-15; Cambria CA**

Nothing like having a place to call home after being somewhat rudderless for 10 days, and an oceanview place in a quiet bedroom community like Cambria fit the bill perfectly; despite the fact that Jeffs' place was under construction. Beggars can't be choosers...

Having survived the night's debauchery, we headed off to Paso Robles to do some things and stopped at a viewpoint on the way back. The scenery around here could be described as peaceful, verdant and pastoral but neither words nor pictures do the place justice, a fact not lost on the organizers of the golden gate Lotus club. Their annual rally, it turned out was taking place at Morro Bay, a mere 20 minute drive south of Cambria...and my old email-pal-from-the-Yahoo-Esprit-list-Roy left a message on my voicemail letting me know.

Whodathunkit? First thing next morning I headed out only to find Lotus cars of every description and vintage (but mostly new Elises) traveling in every direction, and finally cornered a couple of guys in motel parking lot that directed me to the Morro bay inn, where the organizers gave me a map and a warm welcome, despite showing up on a sportbike (Mine is an 88 Esprit). I followed a group of four Lotus for a few miles and then went back to Cambria for lunch, then hooked up with the largest group of Lotus cars I've ever seen in one place later in the Hearst Castle parking lot. Small world.



Unfortunately the next day came a massive deluge that I'm sure put a damper on their planned concours, and certainly any motorcycle riding, so I curled up with a book my girlfriend recommended to me years before, 'The Chosen'. It rained so hard that day, in fact, that the mere act of walking to the beach to stretch my legs (and find cell service) required donning my rainsuit. Sheesh. At least I saw a deer foraging in the yard next door...

Jeff was going to his cabin at Big Bear Lake the next day, and while I had planned to join him, the time had come to now replace my front tire, and finding a match to my new rear turned out to be a bit of a challenge. I wound up visiting some of the few bike shops in the area, finally traveling as far south as Santa Maria before a parts guy at the Harley shop (Thanks Chris) let me use his phone to find what I needed. Santa Barbara Motorsports said they'd have the tire ready for install about 10:30 the next morning.

## ***Sacha Fassaert – Esprit Turbo – 25 Days on a Bike Part 4 of 5***

I headed back to Cambria, and thanks to the wonder of Mapquest, discovered that my usual parts supplier for my Lotus Esprit was within walking distance. Again, small world. While waiting for the tire install the next day, Jeff at JAE parts gave me a warm welcome, loads of free car advice, and an armful of free Lotus swag. Life rocks. I had a great burger for lunch at The Habit, halfway between the two shops. Santa Barbara (Goleta, actually) was somewhat on the way to Big Bear Lake and was about as far south as I wanted to go, having no interest (yet) in breaching the outskirts of LA. We found a route to the mountain resort that skirted the huge metropolis, dotted with beautiful, fragrant orchards (HY 126, 14) and desert backwaters (HY 18) festooned with redneck signage ('US out of UN') the road eventually rising steep and twisty out of Lucerne valley and climbing to an altitude of some 7000' before finding Jeff's cabin at Fawnskin in the mid afternoon.

[View slideshow Days 11-15](#)



### ***Days 16-21; Cambria to Fawnskin & LA***

Fawnskin is a relaxed, beautiful, mountain resort with skiing in the winter and boating, fishing, off-roading and other enchantments in the offing during the warmer months. Jeff's cabin, built in the 20's and extensively modified by he and his wife, sat perched on a hill in a forested area with a nice view of the mountains, a hot tub, and a genuine community of friendly neighbors. The plumbing had some post-winter issues that needed to be sorted out before anything else could happen, and the neighboring community of Big Bear had not only two possible stops to get plumbing supplies, but also two Starbucks, two large grocery chain stores, two separate ski hills, a library with internet access and dozens of pubs and restaurants only a 15 minute drive across the lake. Although I've been a skier since 1972, actually living at 7000' was an interesting experience, as even a brisk walk up a flight of stairs was surprisingly taxing on the ol' respiratory system, as there is about 20% less oxygen up here. The lack of airborne humidity, as well, requires a bit more hydration than usual- it was more than once I woke up in the middle of the night feeling not only short of breath (what was I dreaming?) but also that my nostrils were almost dried shut. Weird.

My original plan was to hook up with Jeff here in California on my way south, do some business in LA and then head east but an emergency put Jeff in Louisiana near the beginning of my trip, necessitating somewhat of a reversal of my route. **Part 5 of 5, next issue.**

***Photos: Sacha Fassaert***



## ***Jim Blair – Europa S1 – Progress Report***

1967 Europa S1 46/0363

Bodywork has been on hold for the winter months, while many of the suspension and steering projects have been started.

The steering column has been stripped, cleaned, and rebuilt. This all went smoothly, although the horn button proved to be an unexpected challenge. I couldn't figure out how two pieces of plastic were supposed to make some sort of magic electrical connection. But thanks to Jerry Johnson at <http://lotus-europa.com/> I realized that there was an important bit missing. This remedied, the horn worked fine, the column was assembled, and my attention turned to the rack.



The rack was in pretty much the same shape as much of the rest of the car. Tired and dirty. It cleaned up nicely, and with the usual generous application of heat, pressure, and Liquid Wrench, the tie rod ends and adaptors came off without drama or damage. The bellows were shot, so a new bellows kit and ball joints order was placed, again through <http://www.jaeparts.com/>



I was able to find all wheel bearings at our local Kenworth truck dealer. Apparently, they are used for PTO's. I went with 30mm inners on the rear, which means that my axle will need to be turned down by 1mm to fit. This is a common Europa mod, and saves much hassle and expense when replacing bearings. I will also get the machinist to make new rear bearing inner spacers, as the originals are pretty beat up, and were of questionable quality even when new. New outer spacers have already been located.

The front wheel hubs are now greased and assembled, and I'm waiting for new grease seals and caliper plate O-rings, this time ordered from <http://rdent.com/>

## Jim Blair – Europa S1 – Progress Report

Thanks again to a Yahoo-Europa List member, I was able to obtain a damaged Europa front bumper. The damage was limited to the center, so it will be cut and modified into a pair of bumperettes. (I've never really liked the look of the full-width front bumper.)

Horn button polished with an LMG polishing kit. The kit's sandpaper starts at 1800 grit and finishes with 12000.



All suspension bushings have been obtained (through JAE), although not yet installed.

The last component for the Toyota conversion is on it's way. Hopefully the header will be here in a month or so. I also ordered an aluminum fuel tank as part of a group buy on the Europa list.

Projects for the next month include painting (more POR15) and reassembling the steering rack, finishing the front hubs, and making an appointment with the machine shop.

As the weather warms up, I'll be back to the fiberglass repairs on the underside of the body. Hopefully, she'll be back on wheels by the summer.



Photos: Jim Blair [www.artoftherace.com/europa460363/](http://www.artoftherace.com/europa460363/)



## ***Lotus News – Lotus 2-Eleven***

Lotus Sport, the race car performance arm of Lotus Cars Ltd, today unveiled the new Lotus 2-Eleven. Launched at the 77th annual Geneva International Motor Show, the Lotus 2-Eleven is aimed at the true track day enthusiast, taking Colin Chapman's philosophy of 'Performance Through Lightweight' to its most extreme level yet.

Weighing in at just 670 kg (1,477 lbs) with 255 PS (252 bhp / 188 kw) on tap courtesy of its supercharged and intercooled 1796 cc engine, the Lotus 2-Eleven boasts a power to weight ratio similar to that of a 1960's Formula One car. Designed with the most serious of track day enthusiasts in mind, the Lotus 2-Eleven offers race car levels of performance coupled with legendary Lotus Ride and Handling to deliver a truly outstanding track day car.

Said Mike Kimberley, Chief Executive Officer for Group Lotus plc:

"The Lotus 2-Eleven takes our core brand values to the extreme. It is the ultimate track day vehicle -not only phenomenally quick, but also very user-friendly. In short, the 2-Eleven delivers everything that the modern track day warrior and clubman racer demands, and more."

Production of the Lotus 2-Eleven is scheduled to commence in April 2007 at the award-winning and world-class Lotus manufacturing facility at Lotus Headquarters in Hethel, Norfolk, UK. The 2-Eleven build will be completed in dedicated Lotus Sport workshops and each vehicle will be given a Lotus Sport build plate.

The Lotus 2-Eleven is initially available in Launch Edition specification only, which boasts a dynamic and unique three-way Lotus Sport colour scheme complete with decal pack. The Launch Edition is available in two versions -Road Going Version (UK Single Vehicle Approval) fitted with front and rear lights, exhaust catalyst, single plane rear wing and other items to achieve compliance with UK road legal requirements and Track Only Version with an enhanced aerodynamics package including high downforce single plane carbon fibre rear wing, high downforce front splitter, brake lights and rear indicators and FIA approved driver's race seat.

The recommended selling price (incl UK VAT) of the Lotus 2-Eleven Launch Edition will be £39,995. In the UK, the SVA version (Single Vehicle Type Approval) which includes delivery, Pre Delivery Inspection, first service, number plates, first registration fee, valet, 12 months' Road Fund Licence, a full tank of fuel and SVA test costs an additional £1,100. The Lotus 2-Eleven is only available as a track-only option outside of the UK at £49,575 excluding local tax in mainland Europe. Pricing in Japan, South Africa and Lotus other international markets will be announced shortly.



<http://www.autoblog.com/2007/02/28/geneva-preview-lotus-2-eleven-track-car/>

## ***Lotus News – Exige S Bumpers***

Finally spotted at a dealer in Texas, rear bumperettes on an Exige S. I'm told the blocks line up with the front bumper of your everyday Mercedes. That's comforting news, ouch. Unfortunately, still no evidence of what Lotus did for the front end. Rumoured that the front is now filled with foam, but who knows?.





## Lotus News – ZAP-X Electric APX Concept

### **US: The ZAP-X crossover electric car**

Automotive pioneer ZAP has announced plans to display Lotus Engineering's advanced APX concept car at the North American Dealers Association (NADA) annual meeting and exhibition, scheduled to take place the beginning of February, confirming their choice to move ahead using Lotus' revolutionary platform and body structure design as the basis for the development of the high performance electric ZAP-X.

ZAP and Lotus Engineering will begin the first phase of an engineering project to use the British consultancy's APX ("Aluminium Performance Crossover") as a basis for designing a production-ready electric all-wheel drive crossover high performance vehicle for ZAP in the US market.

*"Lotus Engineering's APX is a world-class innovative concept and was developed to showcase real solutions to new challenges facing the automotive industry"*

A combination of the lightweight aluminium vehicle architecture, a new efficient drive and advanced battery management systems is intended to enable a range of up to 350 miles between charges, with a rapid ten-minute recharging time. An auxiliary power unit is planned to support longer distance journeys.

Lotus' APX's conventional gasoline V6 engine will be replaced by revolutionary in-hub electric motors, delivering 644 horsepower in all wheel drive mode, theoretically capable of powering the ZAP-X to a potential top speed of 155mph. A new strong, lightweight and highly efficient structure based on the Lotus technology is planned to give the car a very attractive power-to-weight ratio.

Steve Schneider, CEO of ZAP, said: "Lotus Engineering's APX technology demonstrator vehicle is a perfect fit for our plans to introduce a full product portfolio of electric cars. Due to the initial design by Lotus, our cost and time to production will be significantly reduced. We believe that the ZAP-X will become the most advanced, most practical and most appealing flagship electric vehicle to date and will revolutionise the industry providing the driver with the enjoyment of a sports car and the practicality of an SUV."

Mike Kimberley, CEO of Group Lotus plc, said: "Lotus Engineering's APX is a world-class innovative concept and was developed to showcase real solutions to new challenges facing the automotive industry. So it's very satisfying that ZAP's proposed new model will make use of a great deal of the APX concept's advanced body structure and chassis technology. The bringing together of these next-generation vehicle technologies represents another significant step forward for automotive technology."

The APX showcases Lotus Engineering's Versatile Vehicle Architecture technology, combining lightweight aluminium vehicle architecture with exceptionally strong and stiff structural rigidity, as well as lower manufacturing investment requirements. Having first been shown to the world at the Geneva Motor Show in 2006, the APX concept has won the 2006 European Aluminium Awards in the "Transport and Automotive" category.



*Lotus Engineering's APX technology demonstrator vehicle*

The innovative placement of the powertrain leaves the space previously occupied by the conventional engine and drivetrain for additional battery capacity and amenities, making it a very consumer-oriented electric car concept. These design features will give the ZAP-X crossover the structural strength, and potentially storage and range, that no electric vehicle has yet publicly achieved.

The development programme is proposed to be managed from a new centre of excellence for research and development of environmentally-friendly vehicle designs and technologies. Engineering input will come from Lotus Engineering Inc, and the British technology consultancy's other R&D centres in the UK, Malaysia and China.

*Source: Lotus Engineering*

*Lotus Engineering*

*Change the rules*



6



## Lotus News – 300 Lotus at Brands Hatch?

### Lotus Brands Hatch world record

Lotus owners are renowned for their dedication to the marque, and they can often be found enjoying their cars on a twisty country road in conditions lesser sports cars would shy away from. So when Lipscomb Lotus, the new dealer in Maidstone, Kent, England came up with the idea to organise not only the largest gathering of Lotus cars, but also the biggest ever meet of any marque in the world, it was guaranteed to be a success!

A crisp January morning was the setting for the Guinness World Record attempt and as upwards of 200 cars gathered at the new dealership, their owners fuelled up with a hog roast and admired Lotus icons such as the Lotus Cortina and Ayrton Senna's Lotus Type 99 in Lipscomb's fantastic new showroom.

The cars then made their way in convoy to Brands Hatch, a racetrack forever linked with Lotus' Formula One success and host to the day's activities. By now, over 300 cars were present including immaculate Guigaro-designed Esprits and even a few very rare Lotus Sunbeams.



*Preparing for the off*

The Brands Hatch Indy circuit quickly became the site for the largest and one of the most varied Lotus gatherings in the history of the marque. With the queue of cars now stretching one full lap of the track it became apparent that we had smashed the existing record achieved by 247 Mazdas in America. Four laps of the circuit then followed with the natural amphitheatre in which Brands Hatch sits echoing to the sound of Lotus Twin Cams and V8s.

*“The Brands Hatch Indy circuit quickly became the site for the largest and one of the most varied Lotus gatherings in the history of the marque”*



*The world record in full flow*

The final count of Lotus vehicles participating in the record attempt was 311, an extraordinary feat achieved by a variety of owners who are all passionate about their cars.

As the track emptied the journey home commenced with the cars still in convoy. It's only when reflecting back on a fantastic day where cars from the last 50 years of Lotus set a new world record that you realise just how special the cars and their owners really are.

*Source: Kieran Harper, Lotus Cars*

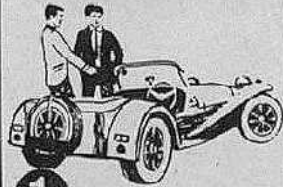
Lotus Engineering

Change the rules



7

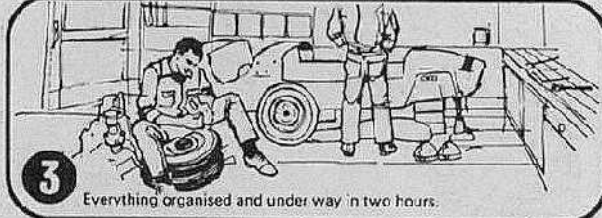
# COUNT SEVEN



**1** See it, and buy it.



**2** Your Seven arrives in easy-to-assemble component form.



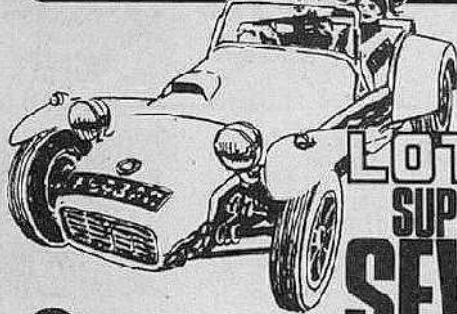
**3** Everything organised and under way in two hours.



**4** In goes the engine.



**5** On with the wheels.



## LOTUS SUPER SEVEN

**6** 0-100 in 48 HOURS

*Details.* A powerful 1600 cc engine with Weber carburettors. 0-60 mph in 6.5 secs. Front wheel disc brakes. Lotus space frame chassis and superlative roadholding from a unique independent front suspension. Dipping sealed beam headlights and electric radiator fan. Vynide hood and side-screens. New Lotus Sevens are available from: Caterham Car Sales, 38/40 Town End, Caterham-on-the-Hill, Surrey. Tel: Caterham 46666.

**7** Please arrange for an early demonstration of the Lotus Seven.

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

Tel. No. \_\_\_\_\_

LOTUS CARS (Sales) LIMITED NORWICH NOR92W Norfolk  
Tel: Wymondham 3411 TELEX 97401.

# LOTUS



## RACING SALES OFFER



### LOTUS 61 "WEDGE" FORMULA FORD from £1,499 (Retail)

Early delivery available on one red car, fully prepared and fitted Holbay engine and Hewland gears.



### LOTUS 59 FORMULA 3

As currently raced by Gold Leaf Team Lotus specifications from £3,070. Early delivery on one car less engine.

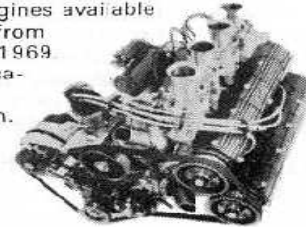
### NEW LOTUS 41 C

Formula-Libre less engine and gearbox. Suitable for Formula - 3 U.S. Formula-3 or might make a really "hairy" Formula-500! from £1,950.

### LOTUS LV/220

2 litre 16 valve racing engines. You are about to see this engine racing in the new Gold Leaf Team Lotus Group 6 2-litre car. Engines available for retail sale from mid-summer 1969.

Price, specifications, etc. on application. Very limited quantities available.



## PARTS & SERVICE for RACING LOTUS

We have a very comprehensive stock of racing parts for all Lotus models including Cosworth, Holbay, Hewland, Girling, etc. Body sections or complete chassis, suspensions, drive shafts, wheels, screens, etc., write, telephone or TELEX.

### LOTUS RACING PARTS

NORWICH, Norfolk, NOR92W  
Tel: Wymondham 3411. Telex 97401.  
Retail counter open Mon-Fri 8 a.m. - 6 p.m. Saturday 8 a.m. - 12 noon  
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Mailing Address: Box 153, 1896 West Broadway,  
Vancouver, BC V6J 1Y9 Canada

<http://www.westerndriver.com/abfm/>

# F1 TRAVEL ESCAPE PRESENTS A TOUR TO THE 2007 BELGIUM GRAND PRIX

## ITINERARY

### **To arrive in Brussels on Wednesday departure date Tuesday September 11, 2007:**

Depart from North America for Brussels, via London, Paris or Frankfurt. Depending on your flight, you should arrive Wednesday afternoon and have the rest of the day to unwind. Your hotel is in downtown Brussels, near the Grand Place. In the evening, I will greet you and give you details about Brussels and the races.

### **Thursday September 13:**

After breakfast at the hotel, a day at your leisure in Brussels to let you get over the jet lag and get the Belgium atmosphere, touring the centre and the King palace and other landmarks.

### **Friday September 14:**

Breakfast at the hotel and then we visit the Ardennes region on our way to your hotel in the countryside.

### **Saturday September 15:**

In the morning we drive to the track to see the Formula 1 practices and qualifying as well as the support races. You have prime grandstand covered seating at the top of Eau Rouge with a giant screen facing you to follow all the action. Return to your hotel in late afternoon or we might stay near the track for dinner and experience the famous ambiance of Spa during a Grand Prix weekend.

### **Sunday September 16**

Race day, after we park the car as you walk to your seat, you can feel the excitement building around the track as the race gets near. If you have not done it before, you will have time to walk part of the track to discover the magic of this historic track with all the changes in elevations and the fast corners. This is highly recommended.

### **Monday September 17:**

You will be driven back to Brussels or you may continue your European vacation as per your own plans.

Note that the tour is an accompanied tour.

## TOUR COST

\$1690 per person based on double occupancy. For single occupancy add: \$900. The price includes:

- Hotels in Brussels (2 nights) and F1 weekend hotel (3 nights),
- Prime Grandstand covered seats (Stand #3 at the top of Eau Rouge) for the Formula 1 Grand Prix weekend (Saturday and Sunday.)
- Transportation by car or mini van from the hotel in Brussels to the hotel near Spa and back and forth to the track and back to the Brussels airport.

We can book the airfare for you but from previous experience we recommend that you do this yourself, as it is easier for you to choose which way you want to travel and with which airline. It is also easier for cancellation insurance purposes.

## **TOUR CONDITIONS**

The tour conditions below explain the responsibility undertaken between us when you book with us.

**Reservation Form:** If you wish to book a tour, you must complete a reservation form, including all passengers' name. A member of the party who is over 18 years of age and who is authorized by the other members of the party to do so must sign the reservation form, agreeing to accept the reservation on the terms set out below. Your contract is made on the conditions set out herein and is subject to Canadian law and jurisdiction.

**Payment:** To confirm your space in the tour, a \$500 non-refundable deposit per person is required at time of booking. A further deposit of \$400 per person is required by no later than April 15th, 2007. The deposits form part of the final payment. Payment of the balance of the invoice is due in this office by June 30, 2007. If you book after that date, full payment must be sent with your reservation form.

**Cancellation:** Cancellation must be made in writing by the person who signed the reservation form. Cancellation date is the date the cancellation arrives in this office. The following cancellation charges apply: Before April 15, 2007: Loss of \$500 deposit. - Between April 15 and June 30, 2007: 50% of the total tour package. After June 30, 2007 100% of tour package. We strongly suggest that you take cancellation insurance which you should obtain with your flight ticket.

**Responsibility:** F1 Travel Escape as the tour operator, assume no responsibility whatsoever in connection with any services provided as part of this tour package. In particular and without limiting the preceding, we assume no responsibility in connection with the service of any train, vessel, aircraft, motor or other conveyance, which may be used in connection with the tour. F1 Travel Escape will not be responsible for any act, error or omission, for any injury, loss, accident, delay and other irregularity which may be caused by reason of defect in any vehicle, airline or through neglect or default of any company or person engaged in conveying passengers.

**Air Travel:** The responsibility of the airline carrier in connection with this tour is limited to the carriage of passengers and their luggage, in accordance with the conditions of carriage of the participating airline.

**Motor racing is dangerous:** It is a condition of signing the registration form that F1 Travel Escape will not be held responsible for any damage, injury or death to person gaining admission to motor sport events however caused and no matter whether such damage, injury or death be foreseeable or negligent.

**Race Cancellation:** F1 Travel Escape cannot be held responsible for race cancellation; arrangement would still be made for transportation and hotel accommodations.

### **FOR ADDITIONAL INFORMATION CONTACT :**

F1 TRAVEL ESCAPE  
Alain Catteau  
792 Millbank,  
Vancouver B.C.  
Canada V5Z 3Z3

Tel: 604-879-9638,  
Fax (604) 879-3385

**[f1travelescape@yahoo.com](mailto:f1travelescape@yahoo.com)**





Langley Area Mostly British, in conjunction with the Fort Langley Business Improvement Association, is pleased to announce its second annual St. George's Day British Car Show.

Date: Sunday, April 22, 2007

Location: Fort Langley Community Hall, Glover Road, Fort Langley, BC

Time: 10 AM to 3 PM

Cost: \$10.00 per vehicle Please fill in one form per vehicle entered.

Open to all British vehicles. Entry capped at 40 vehicles. Vehicles will be both at the front and back areas of the building.

Goody bags, dash plaques and draw prizes.

**Register before March 31, 2007 to have your car put in a draw to be "feature car" front and centre of the site.**

After March 31, 2007, call for space availability.

---

Registration Form (Please print)

Name: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_  
Province: \_\_\_\_\_ Postal code: \_\_\_\_\_  
Phone number: \_\_\_\_\_ email: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Please enclose a photo of your car and a very short write-up about it, something that will get people talking or asking questions. Photos will be returned.

Entries will be acknowledged by email, where possible.

Please make cheques payable to: L.A.M.B. Motoring Club

I specifically release and indemnify the organizers, supporting sponsors, and Langley Area Mostly British Motoring Club, collectively and separately, from any and all liability from personal injury or property damage incurred by me or my guests while participating in this event, the St. George's Car Show 2007. I also waive the right of myself or my survivors to sue. I have read and agree to this release.

Print name: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Send registration to: Registrar, St George's Day  
14249-18<sup>th</sup> Avenue, Surrey, BC V4A 7C1  
Questions: 604-536-2207 or lambmc@telus.net

## **For Sale – Swap – Fancy**

### **For Sale – Martin Stretton's 1975 Lotus Elite**

Car is complete, rear end disassembled. Some new brake parts included. Comes with factory Workshop Manual, original Owner's Manual, 5 original wheels. Stored last 7 years. Asking \$5000 Cdn. Powell River, British Columbia, Canada. [martinstretton@shaw.ca](mailto:martinstretton@shaw.ca)

### **For Sale – Richard Chong's 1982 Lotus Esprit Euro Turbo**

<http://www.europa24fps.com/lccbc/rchongesprit.pdf>

Black 1982 Euro Turbo Esprit, Dry sump, really rare factory system, with tan interior, 77000 kms, new Dunlop Sport 8000 tires. Motor has been redone, new crank, dry sump pump, pistons & liners, trans has been rebuilt with new ring and pinion, clutch and syncro rings. New factory carbs and turbo has been rebuilt, new waste gate diaphragm and spring, blow off valves, ac works, will convert for new owner, drivers seat has been redone on side bolster. Just added a variable boost controller inside, great for blowing off pony cars yet trackable in town. Needs the dash repaired, has pulled away in the corners and need a clock, missing when I bought it and has not been a priority to replace. Most of the work and repairs were done when I purchased the car 11 years ago and I have driven it for maybe 5000 kms. It's been in dry storage for years and I take it out and drive it for a few weeks every year. I just feel that it's time for some one else to really enjoy this car. It is now sitting in my garage at home, cause my storage area is full. You can also get vintage plates for the car as there was only 200 produced this model year. I know for a fact that this is a Euro car because I knew the original owner, he traveled to Europe for a year and ordered the car through MCL and picked it up at the factory and drove it through out Europe and shipped it back. I was involved in the certification for the Canadian market. I can tell the purchaser the whole history of the car. \$24,500.00 Cdn. Richmond, British Columbia, Canada. [richmondauto@telus.net](mailto:richmondauto@telus.net)

### **For Sale – Tony Cockshutt's 1968 Lotus Europa S2 with Toyota 170 HP**

<http://www.europa24fps.com/lccbc/tcockshutt>

1968 S2 (54/0682) with 20 valve blacktop 4AGE engine. This is the very early S2 with single wiper, door handle cutouts and no warts. It has the marvelous Pels 4AGE conversion with 5 spd 395 transaxle. Same weight distribution as the original but 170 HP. The ECU is fully connected with O2 sensor so the variable valve timing works as designed and incredible fuel mileage. New shocks, adjustable front suspension, adjustable camber bars, fuel cell, electronic speedo, new carpet, rear disk brakes, GT6 front brakes, stainless door hinges. Great stereo with custom 10" sub behind the passenger seat. Mechanically excellent, solid chassis, fair interior, poor paint, good body. Currently licenced and driven regularly (more than 3000 miles this year). \$12,000 US. No creative financing. Red Deer, Alberta, Canada. [artefact@telusplanet.net](mailto:artefact@telusplanet.net)

# Lotus Car Club of British Columbia

## Membership Application / Renewal Form

Application Type: Please check one.	New: \$40.00	Renewal: \$35.00
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Name:	
Address:	
City:	
Province / State:	
Country:	
Postal Code:	
Spouse / Partner:	
Res. Telephone:	
Cell. Telephone:	
Bus. Telephone:	
Email:	
Website:	

Vehicle #1:	
Year:	
Colour:	
VIN:	
Modifications:	

Vehicle #2:	
Year:	
Colour:	
VIN:	
Modifications:	

Interests:	
Skills:	

Signed:		Please complete this form, and mail with your cheque payable to: <b>Lotus Car Club of British Columbia</b> PO Box 44425, Westside RPO, Vancouver, BC, V6S 2C5
Date:		