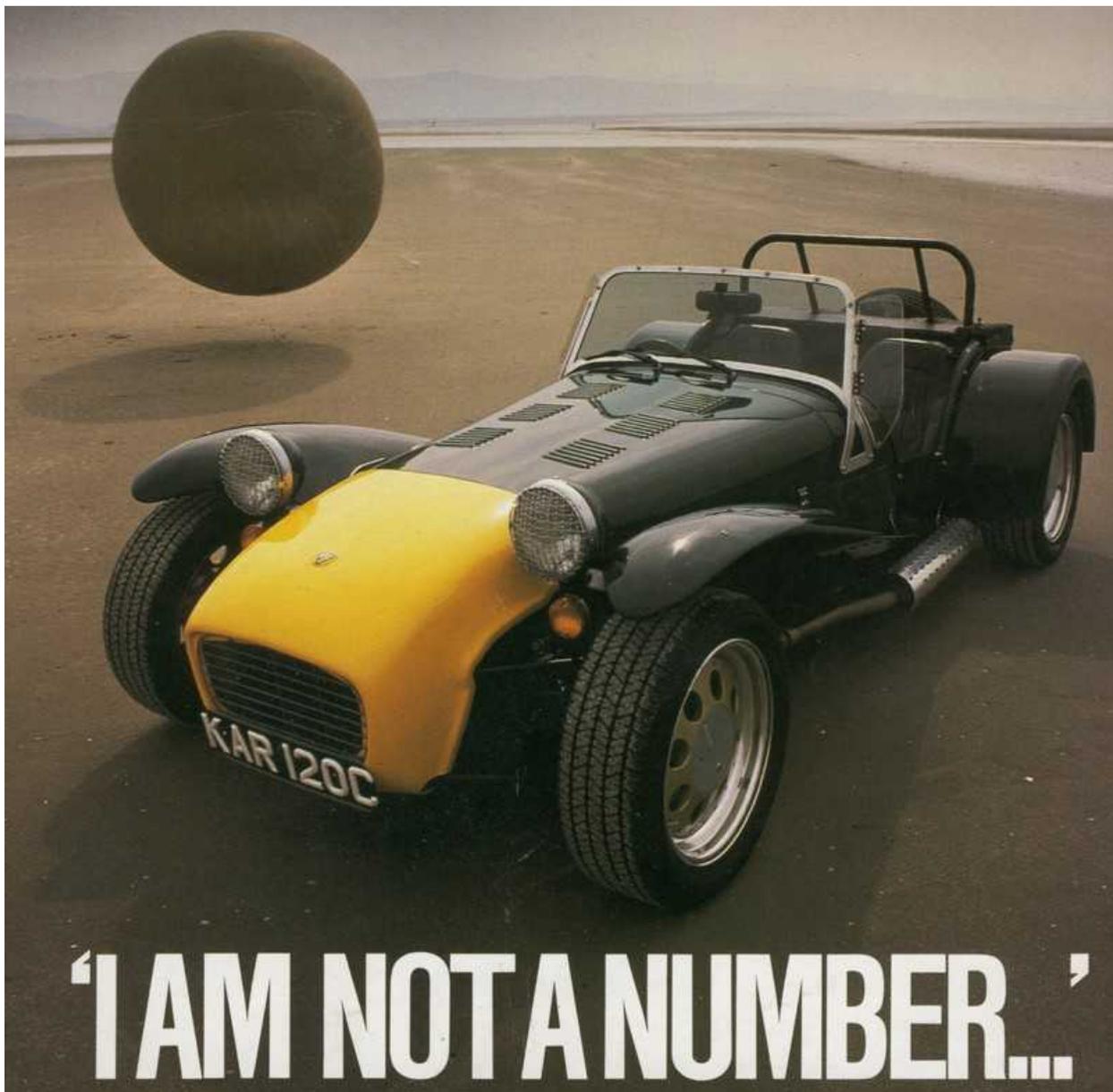




cam journal

The Official Newsletter of the
Lotus Car Club of British Columbia



'I AM NOT A NUMBER...'

Lotus Seven 1957 – 2007

Lotus Car Club of British Columbia

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Advertising :

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

July 4, 2007 – Wednesday – 7:30PM	August 1, 2007 – Wednesday – 7:30PM	Sept 5, 2007 – Wednesday – 7:30PM
Mike Boyle	TBA	TBA
15368 Royal Ave, White Rock		

LCCBC Main Web Site: <http://geocities.com/lotusclubofbc/>

LCCBC Members Only: 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

JULY

- 1 SOVREN Vintage Races
Pacific Raceways Kent, WA
- 1 Canada Day
- 1 French Grand Prix F-1
[Circuit de Nevers Magny-Cours](#)
- 4 Independence Day (USA)
- 4 Monthly Meeting 7:30 PM
- 6-8 Portland Historic Races
Portland International Raceways
- 7 Super Seven Saturday
Hugh McLellan's
- 8 British Grand Prix
[Silverstone Circuit](#)
- 22 German Grand Prix F-1
[Nürburgring](#)
- 28-29 NW SCCA Regional SOVREN Race
Portland International Raceways

AUGUST

- 1 Monthly Meeting 7:30 PM
- 4-5 Historic Races - VRC of BC
Mission Raceways, Mission, BC
[www.vrcbc.ca](#)
- 5 Hungarian Grand Prix F-1
[Hungaroring](#)
- 6 Civic Holiday (Canada)
- 17-19 Historic Automobile Races
Laguna-Seca, Maonterey, CA
[www.laguna-seca.com](#)
- 18-31 Vancouver PNE Fair
[www.pne.ca](#)
- 19 Rivers Edge Vintage Series
Mission Raceways, Mission, BC
- 26 Turkish Grand Prix F-1
[Istanbul Park](#)
- 31 Club Lotus NW Track Day
Portland International Raceways

SEPTEMBER

- 1-3 Columbia River Historic Races
Portland International Raceways
[www.sovren.org](#)
- 1-2 All British Field Meet
<http://www.abfm-pdx.com/2007/index.htm>
Portland International Raceways
- 1-3 Vancouver PNE Fair
[www.pne.ca](#)
- 3 Labour Day
- 5 Monthly Meeting 7:30 PM
- 8-15 Targa Newfoundland
[www.targanewfoundland.com](#)
- 9 British Car Picnic in the Park
Hougan Park Abbotsford, BC
- 9 Italian Grand Prix F-1
[Autodromo Nazionale Monza](#)
- 11 Patriot Day (USA)
- 16 Belgium Grand Prix F-1
[Circuit de Spa-Francorchamps](#)
- 22-23 Vancouver-Whistler All British Run
- 22-23 SOVREN Fall Finale & Enduro
Pacific Raceways, Kent, WA
[www.sovren.org](#)
- 29-30 Maryhill Loops Hillclimb
Goldendale, WA
[www.sovren.org](#)
- 30 Chinese Grand Prix F-1
[Shanghai International Circuit](#)

OCTOBER

- 3 Monthly Meeting 7:30 PM
Malcolm Muir, 604-467-6560
- 7 Japanese Grand Prix F-1
[Fuji International Speedway](#)
- 8 Thanksgiving (Canada)
- 8 Columbus Day (USA)
- 21 Brazilian Grand Prix F-1
[Autódromo José Carlos Pace](#)
- 30-31 SEMA Show
Las Vegas Convention Centre
[www.semashow.com](#)

NOVEMBER

- 1-2 SEMA Show
Las Vegas Convention Centre
- 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 Viewpoint

I think I should address the Weissach Sunday drive first. Lotus owners are not a mainstream bunch and pride themselves in this. Being invited along to a dealership drive and brunch was an odd novelty and appreciated, but I doubt that most of us expected it. A great deal of frugality comes with our eccentricity so we are a pretty useless bunch at keeping a small business like theirs viable. Weissach made an error in judgement, which became a bit of a promotional faux pas (getting ready for my trip to France!). In hindsight they were probably incorrectly worried that 50 old Lotus cars would show up and they would be footing the brunch tab for them as well as the unwieldiness of so many cars.

We knew from the first introduction of the Elise that it would take a few years for those new to Lotus to stick with the marque as the purity of the driving experience would often be a rude awakening. Those new club members who keep their backsides tightly in the Elise after the lease was up will forever appreciate the dynamics that can only come with a sub ton car and probably continue to be LCCofBC club members.

The club has been around for 27 years and has seen many financial enterprises come and go and our patience will still be there in another 27 years. This brings me to the Tesla which may be the most viable Lotus in 27 years.

Arnold Schwarzenegger ordered a Tesla. This I want to see..... For regular size people the Elise is shoulder to shoulder and I pity his passenger. The Tesla is just too cool but I think the Governor's physical size would best be accommodated by something between the Tesla and the Hummer which we must remember he was very instrumental in bringing to the wannabe GI Joe's on the street. In fact I hold him personally responsible for the armouredcar styling that Chrysler has embraced in response to Hummer sales. It all makes me glad I'm not a mainstream car guy as the mainstream is constantly manipulated by commercialism that the ovine driving public blindly follows.

I am trying to figure out why it is cool to have a big budget travel adventure such as an expedition to wherever but a big pain to have a travel adventure on the way home from work or traveling somewhere. In retrospect, I've had some extremely memorable times and met great people when it was just another routine trip that started out with some nice tunes and travel mug of coffee (and yes I mean coffee) and what was made of it was dependent on the attitude with which it was approached. We are always looking for Cam Journal content for your (intended or otherwise) travel adventures. We also need more feedback on how well the aerosol flat repair stuff works. So far, the reports are that they actually do work but it's a small group reporting and the cans were only 2 or 3 years old. Elises rely on these exclusively so it's becoming a valid current topic.

So far it looks like this will be the summer with no overheating problems.



Wide rain tires keeping a residence safe in the wet @1606 East 10th

Ian Green – Elise 111R – Editor's Expletive

This July-August 2007 issue commemorates 50 years of the Lotus Seven. Special thanks to everyone who contributed content and articles. Well done, people.

Bob Wilson and I are thinking of a Nanaimo to Tofino run. August 4-5 is the Historics at Mission Raceway, so that leaves August 25-26 open. Anyone interested?

The Goodwood Festival was a few days ago, no space in this issue, therefore I have posted some pictures at the backdoor LCCBC page of my website.

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

There's an Elise modified for DARPA. Difficult for me to comprehend the reason needed for a driver-less Lotus, navigating its own way on a course guided by GPS, but I'd still like to go along for the ride. "look ma, no hands!"

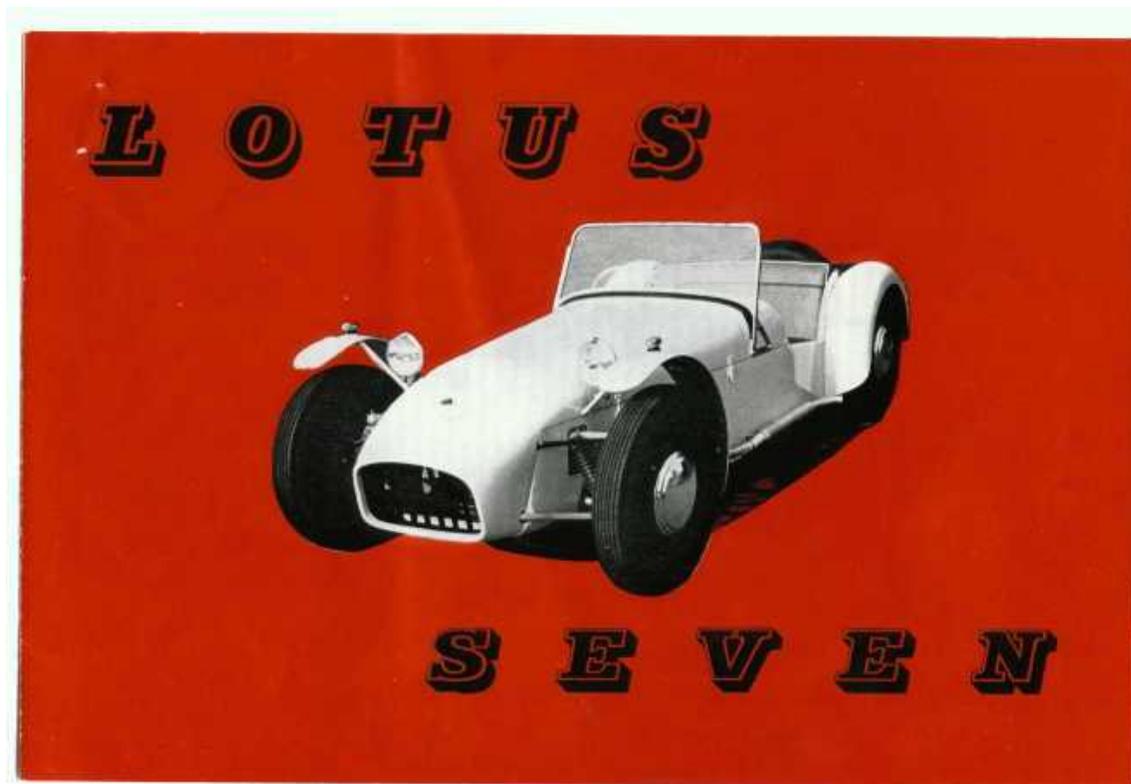
<http://www.europa24fps.com/lccbc/proactive20.pdf>

Interesting watching eBay. This Europa TC sold for \$32,000 US. Absolutely worth it, a pristine example. Meticulously restored. Whoever bought it, got himself a bargain, as the previous owner spent \$65,000 US restoring this beautiful example.



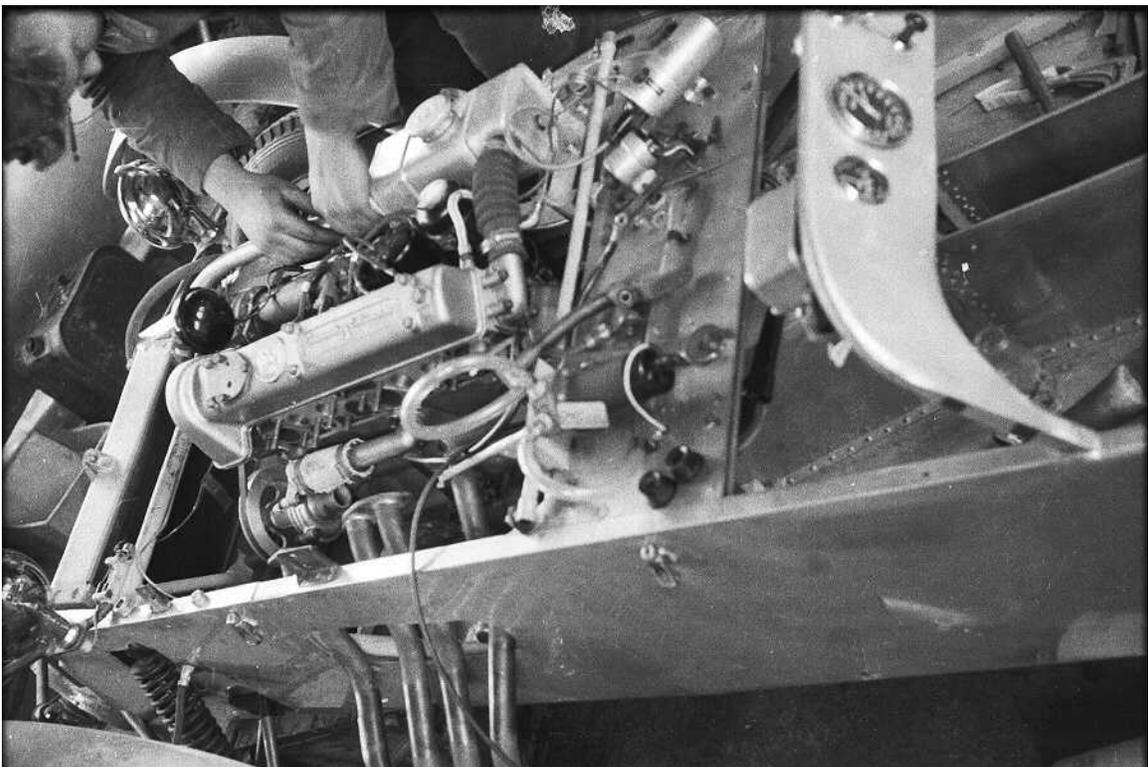
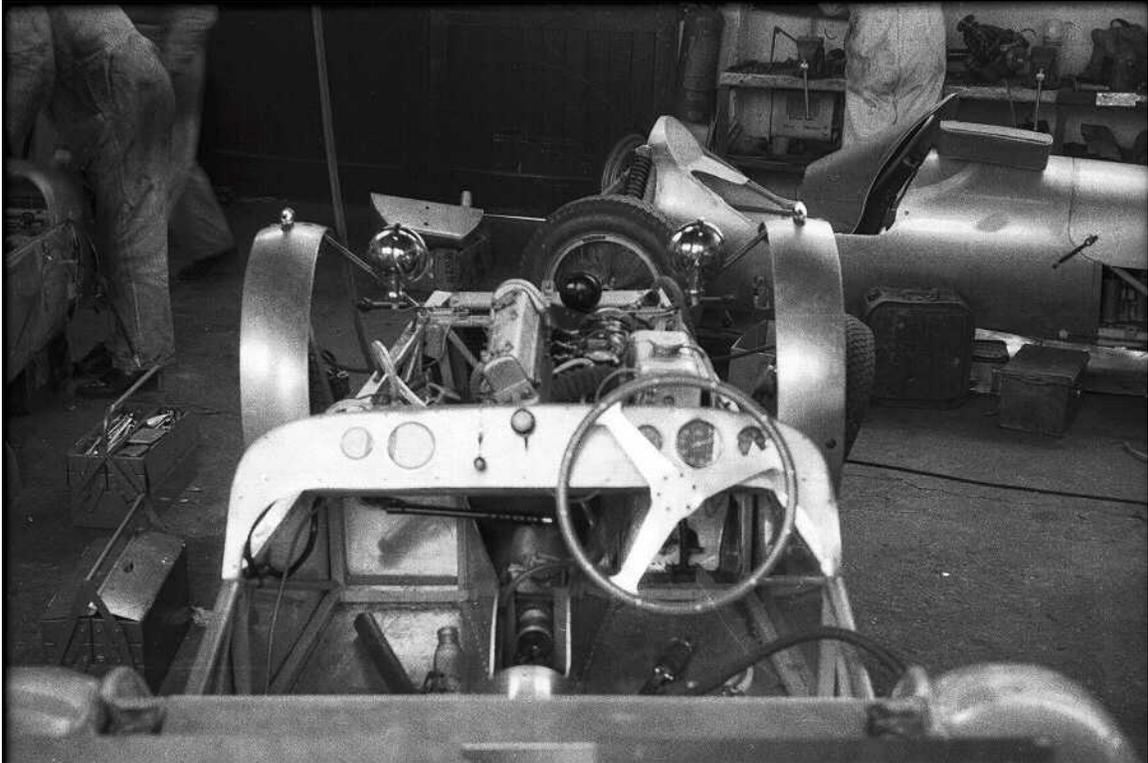
Another example, this Lotus XI should easily reach \$150,000 US. Too bad I didn't win the lottery.





<http://www.lotus7register.co.uk/miscella.htm>

Ian Green – Elise 111R – 50 years of Lotus Seven



<http://www.lotus7register.co.uk/miscella.htm>

Malcolm Muir – Ford Cortina GT – Lotus Seven History

Today, the Caterham Seven is held up as a prime example of the minimalist engineering style of Lotus founder, Colin Chapman.



With its steel tube, aluminium clad chassis, it epitomises the philosophy of “less is more”. Over forty years after the original Lotus Seven Mark 1 was launched, it is still the benchmark car for comparison when it comes to evaluating handling, balance, grip, steering and acceleration and all the other attributes of “sporting” cars. Yet, at the time of its launch in 1957, it ranked rather low on the priorities of Chapman. His efforts at the time were concentrated on getting the revolutionary all fibreglass bodied Elite into production and on building successful lightweight racing cars for both sports car racing and Formula 2. Already, the ambition of Formula 1 was close to being achieved.

The Seven was looked on very much as a “bread and butter” project, something to keep the racing department busy in the off season when the demand for customer racing cars dropped. Chapman himself, when asked about the Seven in later years, made the almost disparaging remark that it was the type of design you could “dash off in a weekend”.

In fact, the Seven almost never happened. Lotus’ first “production” car was the Lotus Six. It was a typical, mid 1950’s Clubman Special, steel tubed, aluminium bodied, standard road car components utilised wherever possible and with a variety of engines available depending on the requirements and wealth of the customer.



The Six was aimed squarely at the enthusiastic amateur racer, sprinter or hillclimber who drove to each event, competed, and, if the car was still in one piece, drove home again. There were quite a few rivals but, being Chapman designed, the Six became the car to beat in this type of motor sport. It did a lot to establish Lotus’ name as constructors of serious sports cars. Only just over one hundred Sixes were made and production ceased in late 1955. Chapman had no intention of replacing the Six. In fact, the number Seven was reserved for a Formula 2 project which, in the end, was never built.

However, before too long, the clamour for a direct Six successor became too difficult to ignore. By then, Lotus’ numbering system had advanced up to the model Fifteen. However, it was the streamlined “mini-D Type” Lotus Eleven which was selected as the basis for the new Seven design. Essentially, the Eleven’s attractive wrap-around streamlined aluminium bodywork and outriggers, as designed by Frank Costin, was discarded. This left the tube frame sub-structure which was neatly paneled in giving the basic Seven shape.

Malcolm Muir – Ford Cortina GT – Lotus Seven History

However, the first Seven was a bit special. It had a Coventry Climax engine, disc brakes all round and a De-Dion rear suspension. In the hands of Edward Lewis, it dominated hillclimb and sprint events in its first season and, of course, generated much interest from potential customers of a “replica” version. However, when made available to the general public, the Seven emerged as a much lower spec’ car. The Coventry Climax engine was replaced by a humble 40 hp sidevalve Ford 100E, more commonly found in the “upright” Ford Anglia and Prefect small saloon cars. The De Dion rear axle was discarded to be replaced by a solid beam axle from the Nash Metropolitan and drum brakes were fitted on all four wheels.

Despite these mundane underpinnings, the lightweight chassis enabled the car to possess a sprightly performance (by late 50’s standards). John Bolster of Autosport managed a 0 to 60 time of 16.8 seconds! Autocar achieved a 0 to 60 in 16.2 seconds. Maximum speed with a full windscreen was given as 80 mph and 85 mph with aeroscreens.

The Lotus S1 1957-1960



The car itself was formally launched at the 1957 Earls Court Motor Show although no actual vehicle was provided for the display stand. The Elite took pride of place, the Seven being displayed only as part of the Lotus brochure; sufficient evidence of Chapman’s priorities if any was needed. However, it was the Seven that kept Lotus going from a cashlow point of view. The Elite was proving a difficult car to “productionise” following the emergence of problems with its all fibreglass construction. As a result, deliveries were delayed. It was the Seven which was keeping Lotus afloat. The basic cost of a Seven was £1,036 fully built and £536 in kit form. Almost inevitably, most were sold as kits, the huge price differential being due to the swingeing Purchase Tax charged on fully built cars. Car components were totally exempt. In fact, the burgeoning kit car industry which emerged in Britain in the 1950’s was very much a product of this tax loophole.

Before long, alternative engines offering more power were made available. The 75 hp 1,100 cc Coventry Climax as already fitted to Lewis’ prototype was one option. In addition, particularly with the American market in mind, the BMC “A” series engine (as fitted to the Austin Healey Sprite - already a good seller in the USA) became another option. Although no more powerful than the Ford 100E, the “A” series possessed more sporty characteristics than the asthmatic Ford and proved a more popular choice. Despite the cash flow being generated by Seven sales, when (eventually) a cost accounting exercise was carried out on Seven production, it was discovered that each car sold was actually losing money for the company. The main problem was the high labour content involved in the manufacture of the all aluminium clad chassis. A radical rethink of the Seven was required.

The Lotus S2 1960-1962

The revised Seven Series 2 emerged in 1960. The main differences compared to the Series 1 were, reduced tubing in the spaceframe, replacement of the aluminium nosecone and wings by fibreglass items, replacement of the Nash Metropolitan rear axle by that from the Standard 10 and locating it by use of a triangulated A frame, shortening of the rear under tray, enlargement of the fuel tank and redesign of the rack and pinion steering allowing the pedal box to be lengthened. All these changes helped reduce the production costs.

Engine options remained much as before although the emergence of the new low-line Ford Anglia with its 105E engine allowed a more modern Ford engine to be offered. The main weakness of the Seven 2 lay with the Standard 10 axle. The unit proved prone to leakage resulting in seized differentials. The problem arose because of the differential housing being prised open under acceleration forces.

Malcolm Muir – Ford Cortina GT – Lotus Seven History

Most owners were forced to have the axles modified by increasing the strength and number of bolts holding the differential casing together. Despite these shortcomings, the Series 2 sold better than the Series 1.

The car became more known to the public at large, partly because of its appearance in the TV series, "The Prisoner". However, Lotus as a business was gradually moving away from its roots as a specialist/kit-car manufacturer. By 1966, they had won the Formula One World Championship twice (1963 and 1965), were producing the successful Elan (they never really sorted the Elite) and had moved to a new factory at Hethel in Norfolk. Chapman, who had always "tolerated" the Seven rather than enthusiastically supported it, was now of a mind to discontinue production.

It was at this point that the importance of Caterham Cars and Graham Nearn came to the fore. Almost from the inception of the Seven, Caterham Car Sales had been very involved as dealers of the type. It was Caterham's undaunted support for the car which prevented its demise in 1966 and, in 1967, they became sole distributors, effectively taking over marketing, promotion and sales from Lotus. However, by 1968, it was seen that the Seven was in need of further updating and plans were afoot to design the Series 3.

The Lotus S3 1968-1970

As often the case with the Seven, availability of components was (and still is, to some extent) the driver behind major redesigns. By 1968, Standard 10 back axles were virtually extinct. A replacement was urgently needed. Also, a new range of Crossflow Ford engines had arrived on the scene. Fitted to the Lotus Cortina GT and later, sporty versions of the new Escort Mk.1, the Crossflow quickly established its credentials. It was the arrival of Formula Ford racing in 1967 which really marked the Crossflow as a desirable engine as it was the standard engine fitted to these racers. The back axle problem was solved by Ford making available to Lotus brand new Escort Mexico units which were ideal, being much stronger than that from the old Standard. The main external difference between the Series 2 and 3 was the widening of the rear wings to accommodate the new, wider axle. The performance of the Series 3 Sevens was dependent on the engines installed. The 1600cc Crossflow equipped car's 0 to 60 mph time (in 84 hp single carb' form) was given as 7.7 seconds. The cream of the bunch however was the Twin Cam Seven SS. Fitted with the 1,588 cc Lotus Twin Cam from the Elan, this Seven pushed out 125 hp and was capable of 0 to 60 in 6.2seconds. It was the most powerful, most expensive (cost was £1,225 - in kit form!) and fastest Seven to date. Only thirteen were officially built and they are recognised today as probably the most desirable of the Lotus built Sevens. By the end of 1969, however, the future of the Seven was again under discussion at Lotus.

The Lotus S4 1970-1972



On this occasion, the perceived wisdom at Lotus was that the market for a "Clubman" type road going racer had reduced and what was needed was a more "lifestyle" orientated car. A car more properly aimed at the new "Jet - Set" or "Beautiful People" generation perhaps? Certainly the emergence of "fun" vehicles such as Bond Bugs, Beach Buggies etc in the late 60's must have influenced the decision making process at Lotus. What emerged was something of a hybrid.

Although designated as the Lotus Seven Series 4, the new car had very little in common with its three predecessors, apart from maybe a continuation of the lightweight and minimal comfort philosophy. In fact, officially the car was given a different Mark number, its correct designation being the Lotus 60. Gone was the steel spaceframe and aluminium body. In its place was a mild steel tubular structure with fabricated stressed steel side panels and front section with an all fibreglass body shell.

Malcolm Muir – Ford Cortina GT – Lotus Seven History

The bonnet was now hinged rather than lift off and the driver and passenger were more “cossetted” (not a word normally associated with Sevens) Existing Seven fans were somewhat disgruntled by the departure from the original concept but it must be said that most of the magazine reviews of the car were favourable. The motoring hacks looked on the 4 as a distinct improvement and, what’s more, the sales rate actually increased, lending some credence to the basic assumption of the changing customer base. Engine options were retained from the 3. Performance figures showed only slight reduction on the earlier mark, mainly due to the higher basic weight of the car. Yet again, however, problems were emerging for the Seven. Although the sales rate of the Series 4 was higher than for the Series 3, it wasn’t high enough to recoup the development costs which had been greater than anticipated. The curtain was finally coming down on Lotus’ involvement with the Seven.

The Caterham S4 1973-1974

It was now 1971 and Colin Chapman had finally decided that the Seven’s days were definitely numbered. The Series 4 was selling better than its predecessors but the model didn’t really fit into the image of a “supercar” manufacturer. Almost as important, however, was the upcoming introduction of Value Added Tax. VAT was being introduced in April 1973 as part of Britain’s entry into the EEC. Unlike Purchase Tax, which it was to replace, VAT did not differentiate between fully assembled cars and cars sold in component form. VAT would apply to both. The last incentive for Lotus retaining a “home assembly” car in their line up was going. However, Chapman did recognise Caterham Cars’ involvement in the Seven. Indeed, the Seven had become that company’s main line of business.

In 1971, Chapman offered Graham Nearn first option on taking over production of the Seven when the time was right. That time arrived in June 1973 when the manufacturing rights for the car were formally handed over to Caterham Cars. If the future of the Seven seemed secure, this was not the case as a number of difficulties had still to be overcome. Obviously, the version of the Seven Caterham were committed to produce was the current model i.e. The Series 4. Once the stock of former Lotus components were used, Caterham ran into a problem. The suppliers of the windscreen and hood were unwilling to supply Caterham with the rather small numbers of components required, they were more used to dealing with much bigger orders.

Yet again the Seven looked like it had reached the end of the road. This time, the saving of the car were the original “enthusiast” contingent. Caterham cars had realised that there was a healthy second hand market for the Series 3. It did not take them long to recognise that new production Series 3 cars, provided they were built in the correct numbers, would find a steady market. A quick check with the old suppliers of the various Series 3 components confirmed that all the original tools and jigs were still in existence and that the components could be supplied at economic rates.

The Series 4 became history and, without fanfare, the Series 3 came back into production. These were difficult time for the British economy, the Arab-Israeli war of October 1973 had sent fuel prices spiraling. Luxury and sports car sales suffered as a result. Industry was on three day week causing power cuts, strikes and other inconveniences. However, being small and flexible, Caterham were able to ride the storm and continued to meet the small but steady demand for the car.

The Caterham S3 1974 – onwards



Malcolm Muir – Ford Cortina GT – Lotus Seven History

Initially, the Caterham Seven Series 3 was indistinguishable from the Lotus Seven Series 3, save for the badge. Caterham even offered a Lotus Twin Cam version. In line with the previous history of the car, changes were implemented when critical components became unavailable.

An examples was the demise of the Mk.1 Escort and the introduction of the Mk.2. This necessitated a change to the latter's rear axle. Even more drastic was the cessation of the Escort Mk.2 itself and the introduction of the Escort Mk.3. This, being a front wheel driven car, meant that supply of suitable Ford rear axles were destined to dry up soon. The answer came from Leyland whose Morris Marina/Ital rear axle was found to be a suitable replacement. Engine options continued to change.

Although the Ford 1600 Crossflow remained the most popular, when production of the Lotus Twin Cam ceased, an overhead cam development of the of the basic 1600cc Ford block by Vegantune became the "top" Seven. As the 70's moved into the 80's other changes came about. In 1982 the "Long Cockpit" was introduced. The interior dimensions of the Seven had been based loosely on Colin Chapman's 5' 6" frame. By the 1980's the average male had become taller than his 1950's counterpart and Caterham reasoned they were losing potential sales to taller customers. The bigger cockpit was achieved by moving the rear bulkhead back by 2 ½ ". Moveable seats were also introduced for the first time. A major engine development in the mid 80's was the introduction of the Cosworth BDR giving 150 hp in basic form. It was the quickest Seven yet, 0 to 60 being achieved in just over 5 seconds.

Probably the biggest event affecting the Caterham in the 80's was the relocation of the factory from Caterham town to Dartford in Kent. It was not a moment too soon. Shortly after the move, the old premises was almost completely destroyed by the great hurricane of October 1987. The Classic Development of the car continued. For the first time, computer software was used to evaluate the spaceframe chassis and, as a result, tube dimensions were altered to increase stiffness where required and to save weight. Honeycomb paneling was also introduced.

The De Dion axle made a comeback in the mid 80's and eventually became the standard specification. The solid rear axle remained a cheaper option and has only very recently come to an end. The supply of Ital axles finally ran out in 2001. Part of the reasoning behind the retention of the solid rear axle was the appearance of a number of rival "Sevenesque" kit-cars which were generally available at cheaper prices than the basic Seven. The launch of the Classic range of Sevens helped retain a basic model in the line up - as well as pleasing the traditionalists who wanted a car closer to the original Lotus specification. The next major change for the Seven was the introduction of the new technology Rover K series all aluminium block engine. Initially available in 110 hp 1,400cc form, it is now available in both 1,600cc and 1,800cc versions and in various states of tune. When the Cosworth BDR engine ceased production, the choice for its replacement came from Vauxhall. This was the 2,000cc 16 valve twin cam. Even in basic form this engine delivered 165 hp. But it was the top of the range JPE (Jonathan Palmer Evolution) which made the headlines. Pushing out 250hp, the JPE achieved a 0 to 60 mph of 3.46 seconds in 1992. Virtually only one other production car in the world could better that, and that was the £650,000 McLaren F1. Just over 30 JPE's were made. Most Vauxhall customers opting for the less extreme HPC version, pushing out a "mere" 175 bhp.

When the Vauxhall engine ceased to be available, Caterham produced some highly tuned versions of the Rover K engined cars. In 1,800cc form, the standard "K" delivers 122 bhp. In its most highly tuned version the "K" can produce 230 bhp. This, when coupled with the stripped down Superlight chassis, gives the car a phenomenal performance. Caterham claim a 0 to 60 of 3.4 seconds in their current brochure. In many respects it outshines the JPE, the lower power output being offset by the lighter engine and chassis.

The Caterham 21



Malcolm Muir – Ford Cortina GT – Lotus Seven History

Whilst the story of the Seven appears to be one of the few successes of British motor manufacturing, albeit on a relatively small scale when taking the motor industry as a whole into account, there have been some less than successful projects. The attempts to put a turbocharger into the car in the 80's proved less than successful, as did experiments with the Ford CVH engine. Probably the biggest disappointment in recent years has been the failure of the enclosed bodied Caterham 21 to find a decent market. As in the case of Lotus and the Series 4, Caterham were trying to broaden the appeal of their products to markets which might not be attracted to a car as basic as a Seven. Unfortunately, the launch of the 21 coincided with Lotus' launch of their Elise.

Lotus themselves would admit that the Elise was an attempt by them to build a car which echoed the driving attributes of the Seven. Indeed, Sevens were used by Lotus when setting baseline handling characteristics for the Elise. It is indeed ironic that a car inspired by the Lotus/Caterham Seven should essentially torpedo Caterham's own attempt to widen the Seven's appeal.

The Caterham SV

However, you can't keep a good company down and Caterham's latest attempt to exploit a bigger market has been the introduction of the Seven SVA. Essentially a "bigger" Seven, the look of the original car remains, allied to the retention of the characteristic driving attributes.

Imitation is often stated as being the finest form of flattery. If that is the case, then the number of Caterham Seven look-alikes in existence proves that its basic qualities are something worth imitating. Cars like the Lotus Elise, Mazda MX-5, Rover MGF and Toyota MR-2 show that the traditional two seat sportscar still has a place in the hearts of the car buying public. Caterham Cars helped maintain that level of interest, even when the "big boys" were devoting their efforts to hot hatches and other "sporty" saloons. They were able to reap some of the reward of loyalty to the pure sport scar concept when that market picked up again in the mid 90's.

No doubt, the Seven will continue to evolve whilst remaining true to Colin Chapman's original concept of a racing car for the road.

Special thanks to Eric McLoughlin for allowing us to reproduce this article which he originally wrote for the Se7en-Up

<http://www.se7enup.hopto.org/se7enup/>

<http://www.50yearsofthe7.co.uk/index.htm>

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Design: Mike Tate. Photographs: Paul Baines. Printed by WR Design & Print.

Scott Campbell – Lotus Seven – My History with the Lotus Seven

There was a recent call for member articles in commemoration of the 50 years of the Seven. Many of you have seen me at LCCoBC meetings and may have wondered how a young guy like me (35years old) ended up with a Lotus Seven. It all stems back to the old saying “A chip off the old block”. The story starts way back before I was born in Brampton Ontario. My father (Michael Campbell) was a true greaser into 40’s and 50’s hot rods. During the Sixties, like many other guys, he got bit with the sports car bug and started racing in time trials, slalom and ice racing. During the time he owned many cars such as sprites, TD’s and mini’s. He was a true race fan making multiple visits to Indy, Mosport and the Canadian Grand Prix. As the years past the car bug became all consuming even going so far as buying a brand new 1969 Camaro Z28 right off the lot while my mother was pregnant with my older sister. My mother recalls hating the car as she had to continually blip the throttle to keep it from stalling at lights, getting her into more than one inadvertent stop light run.

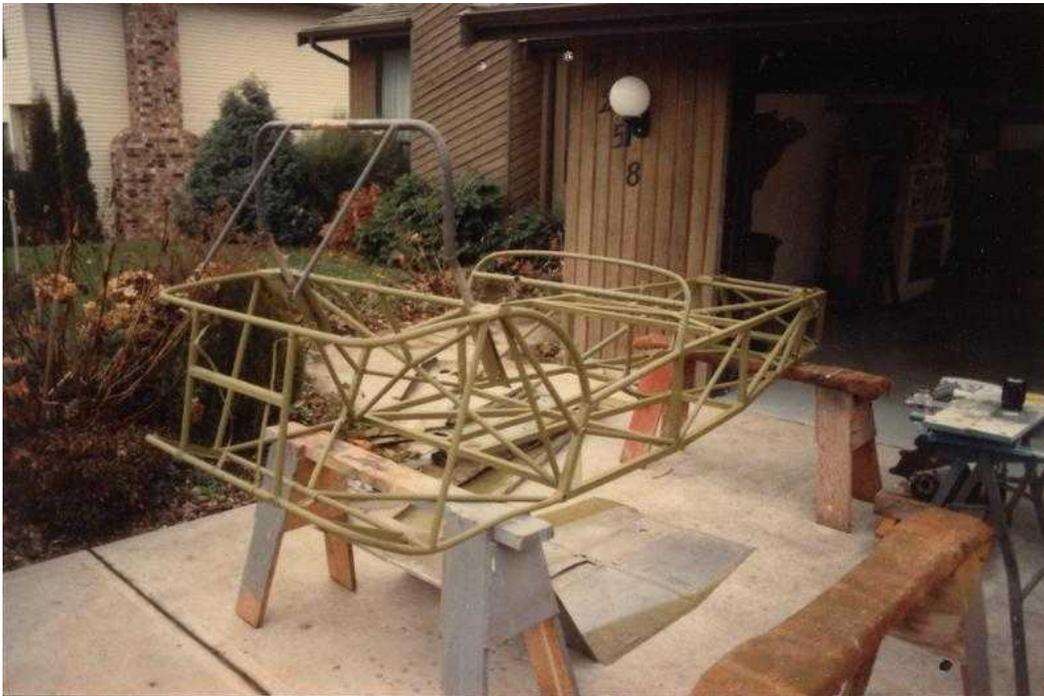
It was over these years that my father developed a passion for two particular marques of cars, Lotus and Ferrari. To him these cars exemplified the true meaning of sports cars, while approaching them from two completely different angles. While the Ferrari was still out of his reach he was able to pick up a Lotus Élan Coupe. This is when I enter the story, April 27 1972, born in Brantford Ontario to a ‘Car Nut’.

Fast forward to 1979 and my father is relocated from Brampton to Abbotsford, B.C. for a temporary posting/promotion with Monsanto. On a side note, the temporary posting lasted the rest of his career. I remember moving day like it was yesterday, I was hiding and crying in the closet and when I came out the only thing I remember the movers loading was the Élan in to the moving truck.

Once in Abbotsford my father and I spend countless hours either watching racing on TV, working on his Élan or making one of many trips to Westwood, SIR, PIR and Laguna Seca for races. Sadly during that time he stopped racing due to I can only assume work and parenting duties. One day my father came home all excited, he had found a Lotus Seven chassis that was for sale on the island. We made a trip over to see it and I remember going into a barn and seeing a bare chassis and boxes of parts. While I was underwhelmed to say the least, my dad had thought that this was the best find ever. The story goes that the car had a long history of racing on the island. It was crashed by the owner who sold it to the guy we bought it from. This man stripped it with the intentions of restoring it, but unfortunately ran out of money. After a short time haggling a price was agreed on (approx \$6000 if my memory serves me, a price I thought crazy) and we went home. A short time later a pickup that my father had arranged dropped the ‘car’ at our home.



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Over the next 5 years my dad and I spent part of each night scrubbing, polishing replacing and assembling all the parts for the car. The frame was sent out to Edmonton to be painted and skinned, and then all the parts were slowly put on to the car. I remember the day when the rolling chassis was done and my father and I lifted the seven off of the sawhorses and onto the ground. I was amazed that two people could do it and he explained that that was the beauty of the car. Next the engine and tranny went in. The car came with a lotus twin cam that the last racer must have transplanted in at some point in its career. The first ride was exhilarating and I couldn't wait to get my drivers license.



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We now had two lotuses (loti?) in the garage (Élan and Seven), but now that the most recent project was done my father's eyes started to wonder again. In preparation for the new obsession he sold the élan to Jim Latham (a friend of his) who desired the car for vintage racing. Jim never ended up racing the car, but selling it to a Japanese man (who imported back to Japan) so he could buy a formula Ford. With an empty spot in the garage my father made his final move to fulfill a dream. He had always said that he wanted to own a Ferrari before he died and by some stroke of insanity my mother told him to go do it. He located a man in North Van who sold Ferraris (an old Ferrari mechanic) and went to his house. Once inside his workshop we were presented with two cars, a 1980 308 GTSi and a 246 Dino coupe (sorry can't remember the year). While my father lusted after the 308 (he was a huge Magnum PI fan) the mechanic told us we could have either for the same price. In one of my father's weaker moments he chose the 308 because the Dino wasn't a real Ferrari! In hind site the Dino would have been a better investment, but still my father got his Magnum PI Ferrari.



As you can imagine I was a pretty happy teenager having those two cars in the garage. My father and I still went out for rides (my sister and mother had no interest) and once I got my license I even drove once and a while. It all came to a peak when I got to drive to my prom in the 308. What a thrill that was! Soon after I think my dad started to feel guilty having the Ferrari when my mother's dream of building a new house went unfilled. The car was sold back to the same mechanic that originally sold it to us and ground was broken on my mother's dream house.

This just left the little Seven in the driveway and my dad pondered selling it also. I told him that the car was just as much mine as I had put countless hours into it also and he was never allowed to sell the car. In the end my father got a new great idea, as his retirement was looming he planned to prep the Seven to do his original passion, racing. He had made a few friends out at Mission raceway when he hung out there, including a fellow by the name of Allan McColl. He raced a Cortina in SCCBC races as well as vintage events. As he and my father got closer a deal was made that he would race prep the Lotus for my dad. In return a small amount of money and the twin cam for his cortina. My dad thought this was great, as he wanted an engine more stock appearing for the car. In the end a cross flow was chosen and many trick parts were put on to boost performance.

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All appeared to be coming together for racing when my father was struck with a rare condition called Spinocerebellar ataxia. The condition, not unlike ALS, attacks the brain affecting his ability to co-ordinate his muscle movements. The condition progressed rapidly only taking a few years to end his life.

During the last few years the Lotus sat, with only the rare drive by me to ensure things were OK. The last drive my father took in the car he could barely walk, but he was determined to get into the car. I had put day insurance on it and was going to take him out for a drive. The smile on his face was well worth it, especially when we were pulled over for speeding by the cops. I was able to talk my self out of it in the end, explaining that I was taking my father out for a ride, as he was unable to drive himself.

After the funeral my mother signed over the Lotus to me and said that there was nowhere else it should be but in my garage. Over the past two years I have started the process of making the car a dependable driver and making it my own. This includes adding a full tonneau, replacing the tail lamps with something a little more correct and repainting the fenders British Racing Green. The last in the list was originally the colour scheme that was my vote twenty years earlier when my family first painted the car.

My future plans for the seven include just enjoying it and driving the car as much as possible. I love to take it to shows, even ones where British is not the focus. It is fun to see people's reactions to the car when it is alongside large American iron. Maybe when my children are older I will have the time and financial ability to get into vintage racing, but that seems a long way off.

When you see me at Lotus Club events you don't have to wonder, "What's a guy like that doing in a place like this, with car like that?" Now you know I never had a choice, I was born into a Lotus family.



Photos; Scott Campbell

Bob Woodcock – Lotus Seven – My Life With Lotus (Super 7)

It may have started with you as it started with me. An off beat British TV show with a great opening. A car like I have never seen before blasting along an open road, through the streets of London and into my heart. What was it? After a bit of research, without the help of the internet, (since it hadn't been invented yet!) and I had the name of this amazing car. It was a Lotus Super 7 and I wanted one.



But where in the wilds of Alberta would you find such a beast. Little did I know that nestled in the heart of Edmonton was a new dealership called Anglo Canadian Motors and they imported Lotus! That was great but in the late 60's I was not exactly in the money and never knew that things were in the works over there that would change my life!

I had a friend in high school that had a car and we would cruise the streets like, I guess, most teenagers did in the 60's. Occasionally would come upon a race or two. One night at the south end of the high level bridge we saw it. A blue Lotus Super 7. It was there and then gone. It was so quick I thought it a dream. I had never seen one in the flesh or should I say fiberglass. It was so small! The top was up and that made it look even more different from what I remembered from the TV show. So there was one in Edmonton and now I knew that ownership might be possible.

Time passed and as it is in Edmonton, winter arrived. It was on one of these cold winter days that I saw it again. Parked with the top up but no side curtains, full of snow! I had found its home out in front of a restaurant that had an upstairs apartment. I was still not mister money bags and it saddened me to see it this way. I did get to contact the owner, Larry Everett and when the weather was better he gave me a ride. We drove through the roads around the university and round a traffic circle faster than I had ever been before. He was willing to give me the full tour but I still was short of cash.

Photo; <http://www.lotus7register.co.uk/>

Bob Woodcock – Lotus Seven – My Life With Lotus (Super 7)

In 1971 when I was 17 I graduated from high school and went straight to work for the CBC. My first car was a VW beetle that blew up on the first long weekend off. Car number two was a Ford Pinto! Yuck! It was a lemon and after much writing of letters I got a new car that I promptly sold to my brother. Yes we still talk. After that there was a Dodge Colt and then a Mazda RX3 wagon. It was now perhaps two years later, since I was making money and trying to make up for lost time, I started to look for interesting cars. At the time that I had the Mazda I also found and owned a Triumph TR3 that I paid \$450.00. That was the real start of sports car ownership although I quickly sold it because I thought it would also blow up like the Beetle and the Pinto.

I never lost sight of the idea of sometime owning a Super 7 and since I had now entered the world of the sports car owners I had also discovered Anglo Canadian. I was there for something and found that they had a used Seven. \$2800.00 and it was orange. All orange including the suspension! Now there were two and since I had sold the TR, I wanted and needed another sports car. I went to the bank and was amazed that they loaned me the money for the car. Remember this is still the early seventies and \$2800 was a lot for a used car.

I took the car home and that winter I rented space in a shop that was leased by the MGT club in Edmonton. I was introduced to them by the parts shop that I had discovered while I owned the TR3. Euro Auto Parts was the best thing to happen to British car owners in Edmonton. While we had two British Leland dealers in town, the service had much to be desired. Ben and Rick were able to magically produce parts that we though were impossible to see in Edmonton and they did it with a smile. When they found out I had purchased a Seven they knew I needed some help and help they did.

That winter the orange beast was detailed and painted behind curtains of plastic surrounded by MGTD's and one white TR3. My friend from high school helped. I had removed the fenders to paint and had painted them in his basement. It was here that I found out the interesting effects of red oxide primer!

At last the car was ready and the roads were sort of ready. My first run was just up the street with my high school friend in the passenger seat. The car looked great. I had painted the body black and the fenders and nose bright yellow. This was one of the longest winters I had experienced and the car was ready but the roads were not. We hit a pot hole and the back fender tore off! Back to the shop and a little repair and we were off.

That was a great summer. Trips to the mountains and nights looking for races with Vettes. Although the Lotus only had a 1600 crossflow it went great but something was missing. When you lust for cars you sometimes don't realize that what you have is better than what you want. Like a ship in the night one day we saw another dream car. A silver 300SL Gullwing! It was heading out to St. Albert one evening while we were once again heading into town for cruising. We pulled a U turn and followed him back. He was gracious enough to put up with two star struck kids and we were able to come back at a later date to take some pictures. No it wasn't for sale but it was beautiful and once again I was heart struck. I wanted one but since this one was unattainable I would have to find another way to sample the joys of German motoring. I ended up trading the Mazda RX3 and the Lotus Seven in on a 1974 Mercedes 280 sedan! It cost \$12175.00 and I was once again crazy. I had hit the limit and found out that Mercedes ownership was not cheap. Oil filters cost \$9.50 and an air cleaner was a whopping \$59.00. I also found out that I could afford the insurance and the gas, or the gas and the payments, or the payments and the insurance but not all three! I also missed the Super Seven and after a short ownership I traded the 280 in on a VW Scirocco. It was sporty but not enough and since I had put a cork in my bank account I was now able to once again look for another Seven. I tried to find Larry again. He had moved and with a bit of persistence I tracked him down. The Seven had not fared as well as I had over those few years. It had been taken apart and rested now in a garage in north Edmonton with a sister car. Two of them all over the floor. Frames and fenders. Four engines and boxes of bits. It was depressing but I knew that this was going to be the last chance to make up for my previous mistakes. It was a basket case and I paid \$3000 for it. It was going to take a bit more to put this back together but because it was apart it had some interesting options. The engines he had were the most interesting options. He had a pair of crossflows and two twincams. One of the crossflows was race prepared but he wanted to keep that one. I opted for a twincam. Two truck loads later and I owned another Super Seven. Another winter and several parts orders to Caterham Car sales later and the car was on the road.

It was now 1976 and in those five quick years I had owned eight or nine cars, two of which were Lotus Super Sevens. I had learned my lesson and vowed that I would never sell that car. Over the years the love, hate relationship of Lotus ownership has never been boring. Perhaps all Lotus owners are a little crazy. Life needs to be a little crazy and the Lotus is perfect when it comes to crazy.

Bob Wilson – Europa S2 – The Price of Gas

I remember 1967; OK, the highlights at least. I didn't make it to Expo. I was into cars more than expanding my horizons, which I was then certain were as broad as they needed to be. It was the year I traded an Alfa Giulietta Sprint for a supercharged Studebaker Hawk with a Warner T10 4-speed, a lovely car that was just a bit ahead of its 1962 manufacture date. It was a profligate consumer of fuel, but gas was 35 cents a gallon and I didn't care. I drove it with abandon. I remember with clarity thinking how terrible it would be to have to tailor my driving habits to fit the gasoline cost within my budget.

Fast forward the 39 years to 2006. My wife bought a new car last year to replace one handed off to a daughter. Being the family authority on cars, I was brought into the search as chief advisor. If you've been in this position yourself, you'll recognise a situation fraught with perils. There were just three priorities in my list of criteria: four decent seats, enough space to take at least two garbage cans of garden waste to the recycling depot, and good fuel economy. The factors that lead me to Lotus were much diluted and further down the list.

Donelda and I, along with a good number of other people, now care a good deal about fuel economy. I read that buyers in the USA are shifting their new purchases towards smaller vehicles. I was chatting with a salesman at my local Mercedes dealership this week. He said even purchasers of the large S-class, for whom the economics of fuel consumption are presumably irrelevant, ask about the fuel mileage because they're concerned about the environment. They still buy the cars but at least they're starting to think.

Fuel economy has emerged as an issue for two reasons: because gasoline is perceived to be expensive, and because the carbon emissions from using it contribute to the greenhouse effect. If you bought up in the Fraser Valley to avoid Vancouver's overheated housing costs and you're commuting into the city from, say, Chilliwack, the expense for gasoline is more than a perception. I'll leave it to your imagination to decide whether price or pollution contributes more to the decision about which car to buy.

Only five years ago, the average retail price of gasoline was in the range of 65-70 cents per litre. This May in Victoria, regular went over \$1.30. Most people I talk to think the price has gone up because big oil is gouging us, but the truth is somewhat different. Neglecting situations like the one and only gas station on Salt Spring Island, we actually do have a free market at the broader, regional scale. It's a global market to boot, where prices are set by the good old law of supply and demand. To those who think otherwise, I ask: if the oil companies are able to act together to artificially raise the price, why did they wait until now to do it?

Nevertheless, if you've been paying attention to the price at the pump and to the price of crude oil, you will have noticed that gasoline went up in price faster than crude oil this spring. Like me, you may have thought the recent price rises unjustified and wondered why they happened.

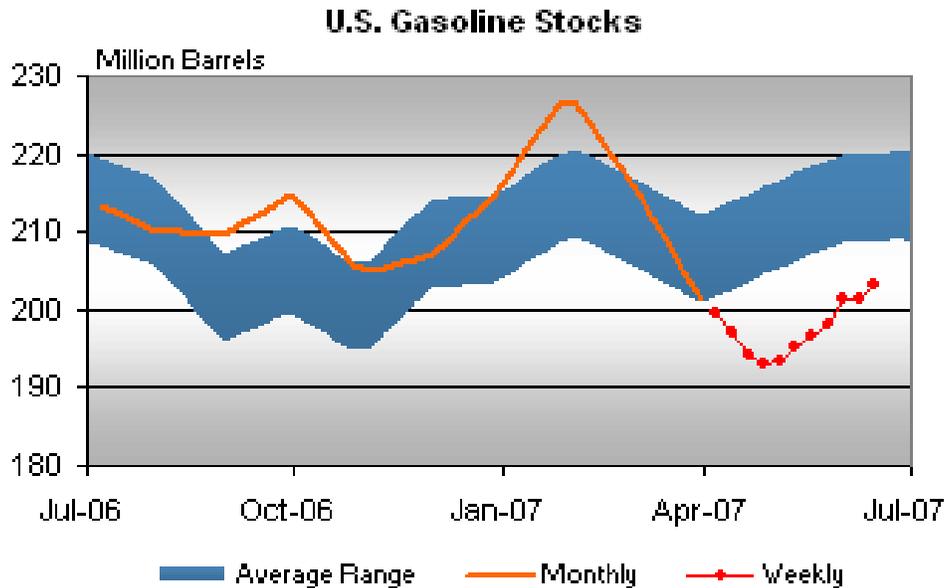
Canadian gas prices are actually set by the US market. Besides being the world's biggest consumer, the US is a net importer of refined, finished gasoline, as well as crude oil. If a Canadian refiner has a choice of selling gas in Canada at a lower price or exporting it to the US for more profit, the Canadian supply is going to be reduced until the two wholesale prices come into line.

To illustrate how global the market is, the top three sources of imported gasoline in the USA in the last six months were the UK, the Virgin Islands, and France. Canada was in eighth place for gasoline, though in first place for crude. While Canada is a net exporter of crude and gasoline, we regularly import both to help supply the markets in Montreal and the Atlantic provinces. Like crude oil, however, gasoline is effectively priced at the marginal barrel, that last increment needed to meet demand, so we can think of Canada as a critical supplier and a North American price setter if we want.

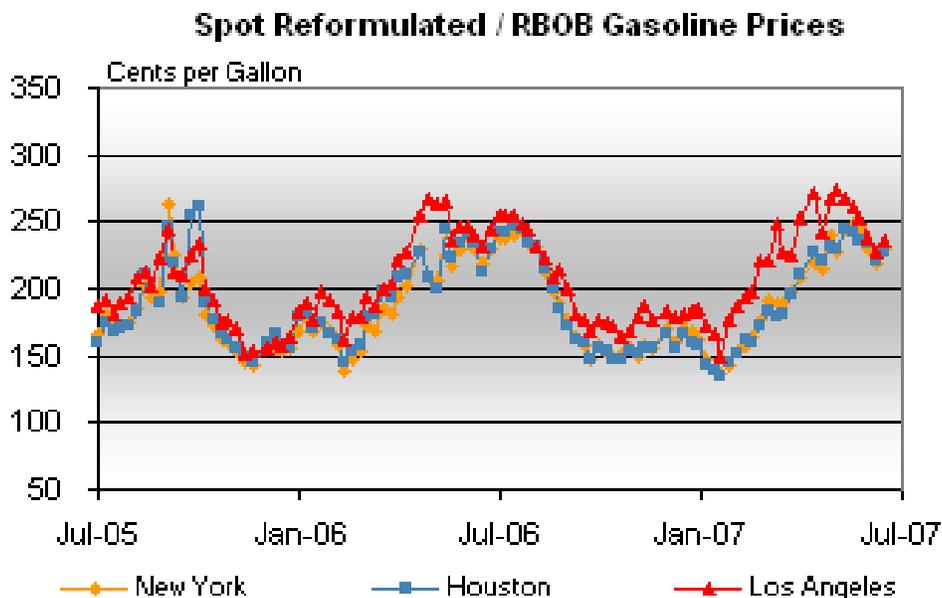
What's been different about the last six months is that the US gasoline supply has become unusually tight. The figure on the next page is taken from the US Energy Information Agency. After paging down, you can see that the graph shows a gasoline inventory well below normal. On the Memorial Day weekend, the traditional start of the driving season in America, the supply was at a historic low for the modern period.

Bob Wilson – Europa S2 – The Price of Gas

The US inventory in May was equivalent to about 21 days usage. However, somewhere between 13 and 19 days of this usage were filling various pipelines, unavailable to the market, just taking up space. Working pipelines aren't normally emptied because they need to be full in order to push product out the ends. This means the US was just a few days away from shortages at the pump, and they're still just a few days away from a shortage brought about by some serious interruption in supply. In the near term, that interruption could well take the form of a problem with one or more refineries or a pipeline, a topic I'll return to.



Despite the price at the pump and a little new-found greenness in some political camps, the demand for gasoline in the US is growing at about 1.5% a year. This growth in demand is a major factor in the tightness of supply. Here's the price chart, unfortunately on a slightly different timescale.



Bob Wilson – Europa S2 – The Price of Gas

With a little squinting, you can see that the gasoline price lagged a bit when the inventory began falling early in the year, and then raced to catch up. By March it was evident that a steep price rise would be needed to balance the draw on supply, and that's what happened.

So why did the inventory fall? I'll describe three factors that contributed to the drop.

First, no new refinery has been built in North America since 1984. Substantial expansion has taken place at existing refineries, but the growth in refining capacity has not kept pace with the growth in demand. To oversimplify the reason, refining has been a low margin business through most of the last two decades. A new one would have had a long payback period, so it's been economically efficient for the US to import gasoline to meet the growing gap between refining capacity and demand. On top of the capacity issue, a couple of refinery accidents and planned shutdowns for maintenance this spring further reduced supply.

Second, gasoline prices dropped at the end of 2006 to their lowest levels in a year, as you can see from the chart above, while the inventory rose to above-normal levels. The result was continued growth in demand and a draw on supply last winter that was larger than ever before.

Third, the lower prices in the fall and early winter discouraged gasoline exporters, who could begin to see higher margins elsewhere in the world for gasoline not committed on long-term contracts. At the same time, the US dollar was falling on international currency markets, further reducing profits for the European (and Canadian) exporters. This double whammy resulted in a drop in US gasoline imports.

So there we have the main ingredients of the recent price rise. The cost of crude has risen sharply in the past few years, adding about 30 cents a litre to the base cost of gasoline. In the fall of 2006, US and Canadian gasoline prices fell to their lowest levels in a year on rising and above normal inventories. The reduced price spurred record demand in the fall and winter of 2006, at the same time as gasoline imports fell due to the falling prices and a weaker US dollar. Those factors combined to draw down gasoline inventories in the spring of 2007 at the fastest rate ever. When an inventory draw is that steep and persistent, the price must rise sharply to reign in demand and balance it with available supply. Though the price is now drifting downwards, the downward drift will end if US demand continues to increase or if there's a supply problem.

Looking a little bit ahead, I think we can expect the price of gasoline to remain volatile. According to Saudi Arabia's oil minister, Ali al-Naimi, there's an ample supply of crude oil world-wide and some spare production capability to meet the growing global demand. Saudi Arabia is the world's biggest oil producer by quite a bit and Mr. al-Naimi is a pretty respected figure, on nobody's no-fly list despite the presence of another Mr. A. al-Naimi at the US detention centre in Guantanamo. However, there's almost no spare refining capacity in North America. Canada's 19 major refineries ran at an average 93% of their rated capacity in 2005 and somewhere close to that in 2006. The figure for the US is usually about the same or higher, but was the lowest in 15 years last month, primarily due to unplanned refinery outages.

Refineries are large and very complex assemblages of machinery, and such high utilization rates invite an upset. Imagine trying to run a Lotus continuously at 93% of full power with no breakdowns and you'll have a glimpse of the problem. For example, a fire last February at Imperial's refinery in Nanticoke, Ontario caused it to shut for two weeks. Nanticoke supplies under 5% of the Canadian market, a near trivial contribution to the North American picture during the better days a couple of decades ago. After the fire, prices in eastern Canada rose more than 20 cents a litre almost overnight, with some spill over to prices even in B.C. As we've seen, there was precious little in the pipeline to make up the shortfall.

No discussion of gasoline prices should end without mentioning taxes. The federal government takes 16 to 18 cents a litre, including GST. Here in BC, the province takes another 14.5 cents and transit takes a further 6 cents net in the GVRD and 3 cents in the Capital Region. So taxes for most of us add about 33 to 38 cents a litre, just a bit less than the crude oil component of the gasoline price. This payout is larger than the Canadian industry profits, comes with none of the risk that the oil companies take and creates none of the headaches the industry will have the next time the government investigates price fixing. When that happens, the government is sure to tell us, once again, that they can't find evidence of it. Cheers.

Caterham celebrates 50 years with Anniversary Pack for the Seven



Caterham's letting buyers in on a bit of the fun (as if buying, driving and owning a Seven isn't fun enough) for its Golden Jubilee celebration. An anniversary appearance package will be available for any 2007-model Seven. Once 50 packages are ordered (one for each year, get it?), it's history. Buyers can select either silver paint with black and gold accents or a black finish with silver and gold accents. Each car receives a signed, numbered plaque, Union Jack badges, 50th Anniversary decals, gold-trimmed leather seats (if ordered) and anniversary wheel centers to boot. All 2007 Caterham Sevens get the 50th anniversary badge shown at right. The cost is £1,957, honoring the year Colin Chapman gave us the original 7. Nice to see that after fifty years, good things never get old. In the case of the Caterham Seven, it just seems to get better.

<http://www.autoblog.com/photos/caterham-seven-golden-jubilee-anniversary-package/>

Caterham celebrates 50 years with Anniversary Pack for the Seven



Photo; <http://www.caterham.co.uk/>

Caterham to mark the Seven's 50th anniversary with switch to Ford power

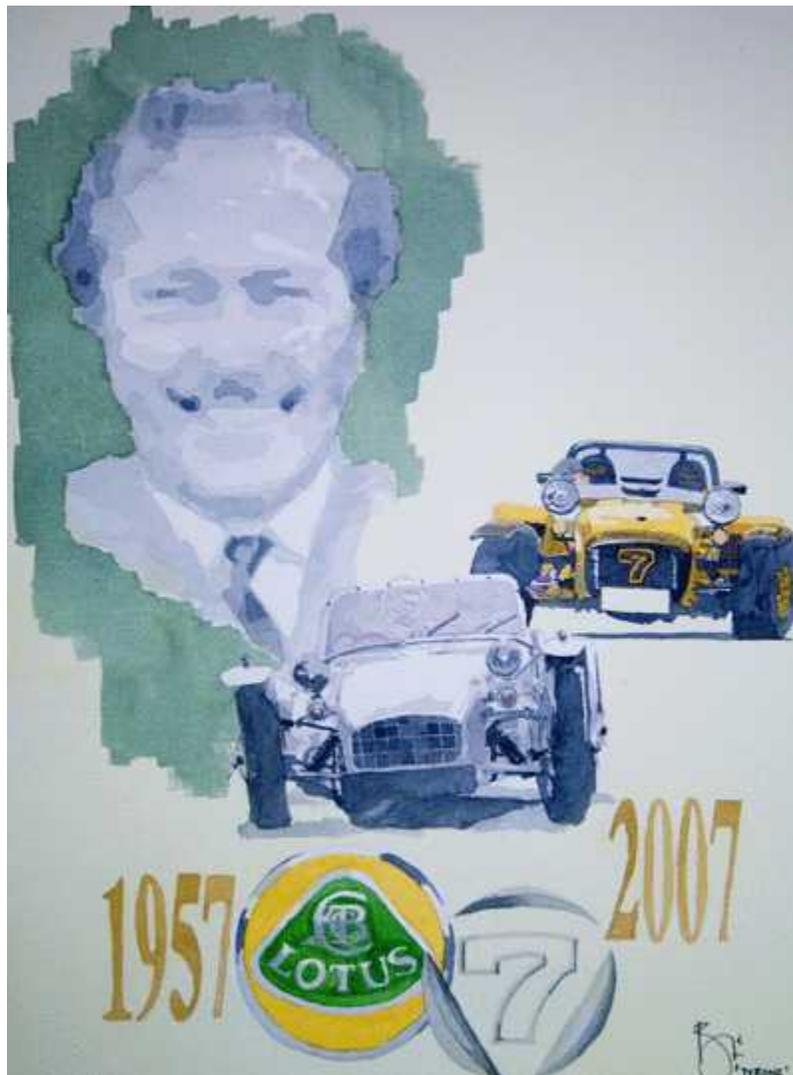
British specialist automaker Caterham, stewards of the legendary Lotus Seven ultra-minimalist sports car, have announced a wholesale switch to Ford powerplants from the Rover K-Series engines that have been the mainstay of the marque for the last 15 years.

With MG Rover's closing, the clock was ticking to find a new power source before the current K-Series supply ran out, and What Car? reports that Caterham looked at 18 manufacturers before settling on Ford's 1.6-liter engine as it's K-Series replacement.



The company's top-line models, the CSR and the newest edition of the R400 (pictured), are already offered with Ford-Cosworth 2.3-liter and 2.0-liter powerplants, respectively, the latter propelling the superlight R400 from 0-60 mph in 3.8 seconds.

[Source: What Car?]



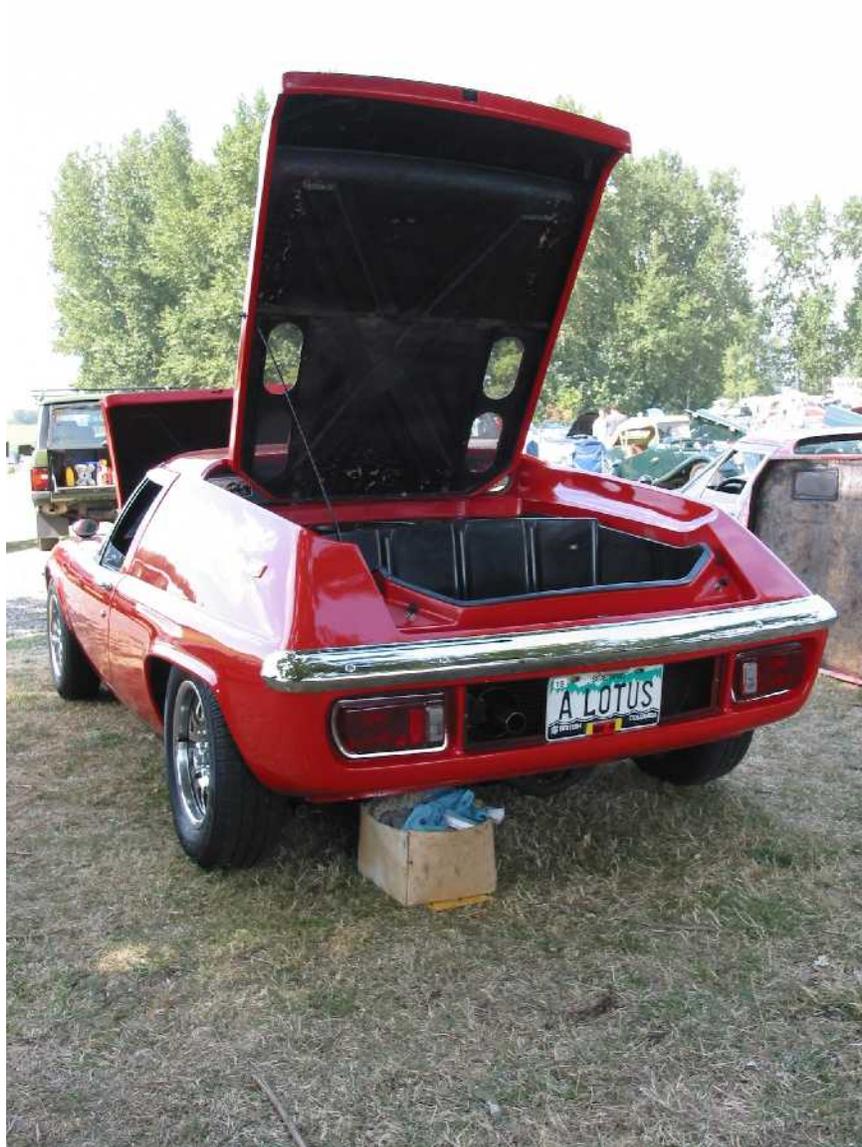
Bob Wilson – Europa S2 – Island Fun Run

I'd be up for an August run to Tofino if there's other interest. The road in to Tofino is one of BC's great sports car roads and the Lodge is a great spot to stay, worth bonus points with your partner that might offset her having to sit in the car for four hours, maybe without AC, and pretend to be interested.

There's a car show in Oak Bay on Aug 12 and David S-P is the organiser of a show in Mill Bay that day; I'll be going to one of them. It might also be best to avoid Aug 18-19, which is the Filberg show in Comox. I won't be going there this year but others might. That leaves Aug 4-5 and 25-26 as suitable candidates.

Cheers,
Bob

wilson@telus.net



Photo; Bob Wilson

Bob Wilson – Europa S2 – Island Fun Run



Jim Blair – Europa S1 – 46/0363 progress

The bodywork is finally finished. Body and paint man Glenn Kozier has been doing the final preparation, and the car looks excellent. All ripples and imperfections have been blocked out, and the final coats of primer applied. The paint stage won't be reached until late spring or summer of 2008, after the drivetrain has been installed.



Other than a few holes that look like they might come in handy for access to cables and wiring during re-assembly, all underbody cracks and holes have repaired

The integrity of the bond between body and chassis is improving. More fiberglass has been added at the attachment points in the footwells, and the last of the rivets installed. The only area needed more work is at the leading edge of the "T" in the front compartment.

I was finally able to find new brake calipers, as opposed to buying rebuilds. One of the owners on the Europa mailing list had purchased a new set a couple of years back, but never used them. He was kind enough to give me an excellent deal, not only selling me the calipers for a reasonable price, but throwing in new pads as well.



Jim Blair – Europa S1 – 46/0363 progress

The first purchases of electrical components were made last week. I picked up three waterproof bussbars (ground for the front of the car, ground for the rear, and one general purpose). Five relays were also ordered. I also found a couple of very nice high-quality dash switches to replace the broken Lucas originals.

The rear lower links now contain new bushings, and are ready to be installed into the mount. All suspension bolts have been replaced (and upgraded), and all nylocks are new.



The rear transaxle mount has been cleaned up and painted with POR15, and once again, the bolts and nylocks have been replaced and upgraded.

The Fuego clutch is new, and is appropriate for the Toyota conversion. John Pels 4AGE kit uses the pressure plate from the donor Toyota, a TO bearing from a Celica GT, and the Fuego clutch plate. All with no modifications. Quite amazing really.

The plan for this week is to finish restoring the doors. The biggest challenge has been in removing the old flaking paint from the fiberglass interior surfaces. It's taking a while but they should be ready for paint in a few days.



Almost time to start looking for that Corolla motor....

Photos; Jim Blair

Mike Boyle – Esprit V8 & Europa TC – Milestone

This coming month will be a milestone for Veronica and me. The precise date is lost in the mists of time, but we bought the Europa in the latter part of July 1977 so we are coming up on the 30th anniversary of Lotus ownership. If you include the Esprit to get total Lotus-years, we are about 33 1/3 which sounds like some kind of record.

On another note, the Langley Area Mostly British club has started an informal Friday evening British car meet as a counterpoint to the usual gatherings of hot rods and muscle cars. This one goes from about 7 to 9 pm each Friday in the Safeway lot at 208th St. and Fraser Highway in Langley. By coincidence, this almost on the spot of the now demolished A&W Drive-In that was the centre of the muscle car crowd when I was growing up in Langley.



Mike Boyle – Esprit V8 & Europa TC – Vehicle Importation

The federal government is starting a process that will change, and restrict, the ability to import used vehicles into Canada. This change, when effective, will affect the importation of used cars - it will not change the process for licensing kits or U-Bilts that Eric Adler detailed in the Cam Journal a few issues back.

Used vehicles imported into Canada must comply with the Canada Motor Vehicle Safety Standards, administered by Transport Canada and the Registrar of Imported Vehicles. Compliance with these standards governs whether or not Canada Customs will allow the vehicle into the country. Provincial licensing and inspection is a separate issue.

Vehicles less than fifteen years old (by date of manufacture) can only be imported from the United States and must also be on a list that specifies particular models from individual manufacturers. The inclusion of vehicles on this list is apparently determined by how readily it can be adapted to Canadian specifications. In the case of Lotus, it is limited to 1993 to 2004 Esprits and states that all other 1992 and newer Lotus models are inadmissible. That means you can forget about buying an Elise in Seattle and driving it up as you won't get it past Canada Customs. The list of admissible vehicles can be found at http://www.riv.ca/english/US_vehicle_admissibility.pdf.

The situation is completely different for vehicles more than fifteen years old. Once a car reached that age, anything and everything is admissible as far as the federal government is concerned.

Transport Canada has started a process to change the fifteen year limit to twenty-five years. Their rationale for this is that the importation of cars fifteen years old or older is increasing and this is putting increasing numbers of cars on the road that don't comply with Canadian safety standards. I suspect that is largely in reaction to the increasing popularity of importing fifteen year old Japanese cars, such as the Nissan Skyline, for resale here.

The process of changing the unrestricted age limit is still at an early stage. However, if the bureaucracy is presenting it as a safety issue I think that there is almost no doubt that it will eventually be adopted. Details of the Transport Canada proposal, including an address to provide comments, can be found at <http://www.tc.gc.ca/roadsafety/importation/15yearrule.htm>.

David Ellis – Seven S2 – Lotus Center

Photo taken during recent biz trip to China, in Shijiazhuang, Hebei province.

Spotted this on the way to to dinner one evening and thought " Yesssss..... Chinese nirvana, nine floors of bits for my Seven!!!" But alas - all hopes of an Asian treasure-trove were completely dashed as it turned out to be just another glitzy multi-story shopping fashion centre. I'll just keep searching....



Photos: DavidEllis

Happy 50th Birthday Caterham: X330 Concept

Supercharged Seven is the most powerful Caterham ever. To celebrate its 50th anniversary, Caterham has unveiled the most powerful Seven ever; the X330 – a one-off supercharged model boasting a mind-boggling power-to-weight ratio of 600bhp per tonne.

The stealthy, matt black concept is based around the range-topping CSR Superlight, but the addition of a supercharger to the four-cylinder 2.3 litre Ford Duratec engine increases power massively from 260 to 330bhp – as the name suggests.

That means the X330's equivalent power-to-weight ratio puts it ahead of the Bugatti Veyron (521bhp per tonne) and the McLaren F1 (559bhp).

The near 35% power hike is achieved by a Rotrex C30-94 supercharger, which provides a boost characteristic that rises linearly with engine speed. In other words, although the X330's punch is greater at higher revs and speed, low-speed driveability isn't compromised thanks to an exceptional torque curve with over 221 lb-ft from 5500 to 7500rpm – 20 lb-ft more than the CSR260.

As the X330 is an engineering test bed it is envisaged that some of the concepts will eventually find their way into production. To begin with the X330 will spearhead the British firm's R& D into bioethanol power in the coming months as it seeks to assess the viability of alternative fuel sources in road and race applications and cement a further 50 years of history for the legendary Seven.

In keeping with the Seven ethos of 'adding lightness', the extremity of the X330 doesn't stop at moving parts. Lighter gauge steel is used in the trellis-style chassis and the use of new lightweight wheels together with an abundant use of carbon fibre for the bodywork all adds to the stealth appearance of this perfect 50th birthday present.



<http://www.autoblog.com/photos/caterham-x330-convept/>

Malcolm Muir – Ford Cortina GT – Tin Top Tales & Tech Tips

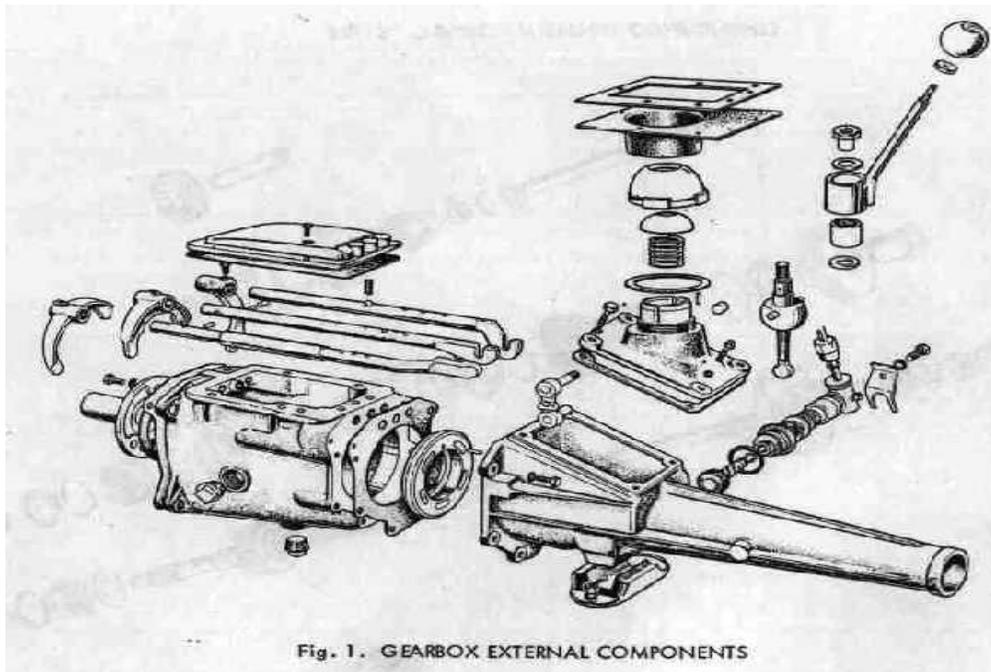
False Starts & Old Parts

First off, thank you for nominating and presenting me the Bruce Patrick Memorial Award for restoration and completion (well almost) for my 1968 Cortina GT. It has gone as smoothly, timely and on-budget as any other restoration project; not! (see previous article on Arnold's Four Times Rule)! Since December 2006, I have had precisely 6 outings in the car, with 4 new and 2 repeat problems, which have since been corrected and/or resolved with time, dollars and garage language.

There are a few corrections and addendums to previous technical and written ramblings that have sprung forth from my keyboard, which bear some review, so as not to have others repeat the errors and thus fall under the Arnold Four Times Rule.

Correction # 1

The transmission rebuild, specifically the Ford low-line, 3-rail gearbox used in Élan, Élan +2, Ford-engined Sevens and Cortinas has interlocking plungers in the main-case cross-drilling at the front of the main case; make certain you use the correct length and diameter interlock pins (I didn't); Seven owners note, the stop/lockout plunger for reverse comes in 5 different heights in 0.030" increments; if the wrong plunger is selected it can lead to excessive wear on the shifter shaft ends and selector lever at best; missed shifts at worse; snicking reverse while moving forward at worst.



Correction # 2

Friction/spline fit windshield wiper knurled nuts. Although you can use Loctite on the pivot spline, there is no guarantee the nut will stay on the spline, nor will the wiper stay on the nut (it's pot metal which corrodes over time and the splines wear off). You can stake the knurled nut to the spline or you can drill through the wiper arm hub and knurled nut and tap for a 10-32 stainless steel machine screw or socket head set-screw. I opted for the former; it may not look pretty but it is functional. A word of caution; check the wiper alignment before doing this job; otherwise the wipers may park too low (bangs on windshield rubber when operating) or too high (obstructs your field of view).



Lucas Pre-engaged Starter Motors

This works for Sevens, Westfields, some BMC products and other Ford Cortina powered cars using this type of starter motor. I had already rebuilt one starter motor with integral solenoid, only to find it didn't physically fit to my bell-housing. Rebuild number 2 went well; cleaned and refaced the copper contact tee bolts and contact plunger "bowtie", bench tested, called it good, put it in the car and it worked about two dozen times, before the dreaded click-click-click. Tore it out, tore it down and found that the contacts had re-arc'd causing high resistance thus the click-click-click. Recently had my Mazda 323 starter rebuilt and I still had three cores on the shelf. Tore town the Mazda solenoid (well broke apart really, this is a once-together-never-apart design) and discovered that the square contact pads on the Tee bolts were twice as thick copper as the Lucas items. A little filing and a little drilling allowed me to adapt the Mazda (Mitsubishi Electric) parts and render the Lucas starter serviceable again. A little mix of metric and imperial on same vehicle is a small price to pay for reliability.

The picture below shows the differences between the two contact studs; Lucas on the left, Mazda/Mitsubishi on the right.



Fiesta Distributor & Spark Module vs. Pertronix

I had used the Fiesta set-up before, as it's a good system (and uses an all-Ford models spark amplifier), it's a bolt in and always gives a hot spark. After my AirCare experience I was double-checking the ignition timing and notice the dwell angle was changing with engine RPM's. I checked the specifications for this and found that it is supposed to be stable across the RPM range. I am going to revert to the original Autolite/Motorcraft distributor and will be using the Pertronix electronic pick-up module 1241 (Lucas distributors use LU-142A); on back order from B & J, due the end of June. Again it's a bolt in, is brand new and the dwell is now constant over the engine speed range. Check out Lordco, Mopac, B & J Parts or www.pertronix.com. I was speaking with a customer who has one on his MG Midget and swears by the Pertronix unit. I will report back to you next issue regarding its performance.

Malcolm Muir – Ford Cortina GT – Tin Top Tales & Tech Tips

Helmer Stage, Mountain Trials Merritt, BC June 2007



The good news is that the car is together, roadworthy and even made the trip up to Merritt and back without mechanical incident. The Westcoast Rally Association's Mountain Trials Pro Rally was held June 15-16 and I volunteered for course marshaling and general dog's body and decided to take the car up for show & tell plus give the car a real shakedown run.

The half-good news is that the car passed AirCare in standard trim except for high CO at idle; a few tweaks should correct that when I re-test near the end of the once only 3-month insurance.

Port Coquitlam, BC January 2007



Steveston, BC April 2007



Photos; Malcolm Muir



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View [more information](#) about the 2007 ABFM.

A big thank you to all of the participants, spectators, sponsors, supports, vendors and volunteers that made the 2006 All British Field meet a huge success, with a record 805 registrations.

For Sale – Swap – Fancy

For Sale – Lotus Elite

Formerly owned by Stephen Harper. Mechanics' lien forces sale by Luci Harper. Extensive work performed including gearbox overhaul, no expense spared. Probably one of the nicest Elite's around. 20 year work history available. This car must be sold! I am open to all offers and welcome any phone calls. Ennerdale Engineering ennerdale@shaw.ca

David O. Saville Peck AMIMech.E
Ennerdale Engineering
Home of Super 7 Cars Inc.
<http://www.super7cars.com>
Automobile Engineers
3292 Henry Road,
Chemainus. BC. V0R 1K4
Canada

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

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 synchro 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 tractable 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

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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