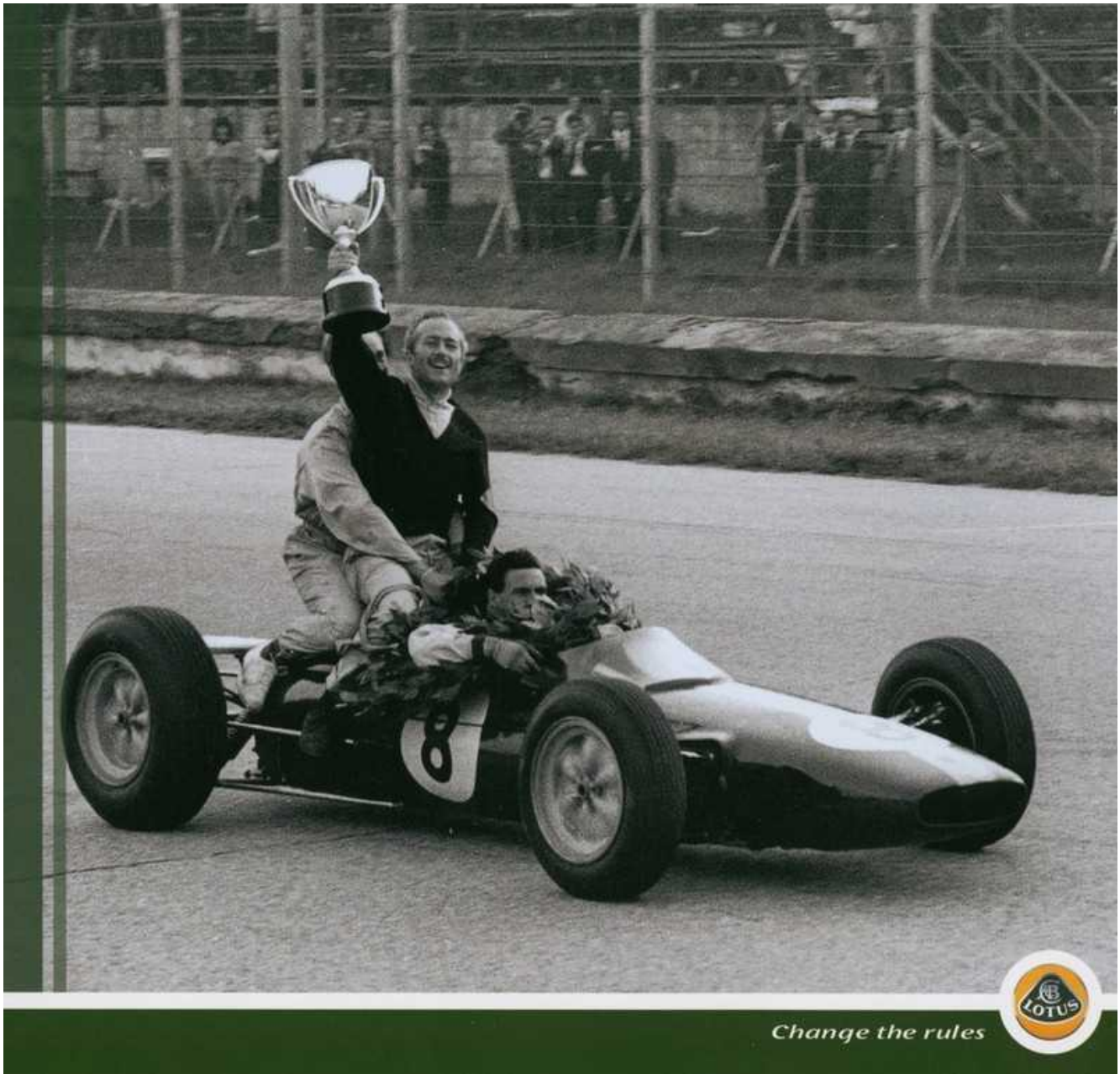




# *cam journal*

*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**

## **Club Executive:**

President	Dave Rush	604-463-7874	heather_rush@hotmail.com
Vice President			
Secretary	Mike Sattler	604-526-6806	
Treasurer / Membership	Kevin Moroney	604-517-1676	
Competition	Malcolm Muir	604-467-6560	malcolmjmuir@hotmail.com
Island Chairman			
Editor?	Ian Green	604-787-6772	iangreen@telus.net
Staff	Dan McLellan		danmclellan@yahoo.com
Staff	Dave Rush	604-453-7874	heather_rush@hotmail.com
Staff	Rory Banks		
Advertising			
Webmaster	Dean Moncado		djmoncado@telus.net

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## **Advertising :**

	<b><u>Single Issue</u></b>	<b><u>One Year</u></b>
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>August 13 (Sunday BBQ + Monthly Meeting)</b>	<b>September 6</b>	<b>October 4</b>
<b>Mike Sattler</b>	Richard Lee	Malcom Muir
TBA	TBA	TBA
TBA	TBA	TBA
TBA	TBA	TBA

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.

**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/)



# cam journal

## July

- 1 Canada Day
- 1-2 [Historic Car Races, PIR, Kent, WA](#)
- 4 Independence Day, USA
- 5 Monthly Meeting 7:30PM: Dan McLellan
- 7-9 [Molson Grand Prix \(CART\), Toronto, Ont.](#)
- 8-9 [SCCBC Races Mission Raceway, Mission, BC](#)
- 8-9 [Pacific Northwest Historics, PIR, Kent, WA](#)
- 21-23 [Edmonton Grand Prix \(CART\), Edmonton, Ab.](#)
- 22-23 [SCCBC Races Mission Raceway, Mission, BC](#)

## Aug

- 5-6 [SCCBC Races Mission Raceway, Mission, BC](#)
- 7 Civic Holiday (BC)
- 13 LCCBC Sunday BBQ + Monthly Meeting: Mike Sattler
- 18-20 [Monterey Historic Races, Laguna Seca](#)
- 19-20 [SCCBC Races Mission Raceway, Mission, BC](#)
- 20 [Royal City Show 'n Shine 2006](#)  
New Westminster, BC

## Sept

- 1 [Club Lotus Northwest Track Day, Portland](#)
- 1-4 [All British Field Meet, Portland](#)
- 2-4 [Columbia River Classic, Portland](#)
- 2-3 [SCCBC Races Mission Raceway, Mission, BC](#)
- 4 Labour Day
- 6 Monthly Meeting 7:30PM: Richard Lee
- 9-10 [SCCBC Races Mission Raceway, Mission, BC](#)
- 9-16 [Targa Newfoundland 2006, St'. John's NFLD](#)
- 10 [British Picnic in the Park, Hougan Park](#)  
Abbotsford, BC. Fraser Valley Motorcar Club
- 16-17 [Vancouver – Whistler, Old English Car Club](#)
- 23-24 [SCCBC Races Mission Raceway, Mission, BC](#)
- 23-24 [VRCBC Fall Finale, Portland](#)

## Oct

- 4 **Monthly Meeting 7:30PM: Malcolm Muir**
- 7-8 [Maryhill Loops Hillclimb, Goldendale, WA](#)
- 9 Thanksgiving (Canada)
- 31 [2006 SEMA Show, Las Vegas](#)

## Nov

- 1 **Annual General Meeting 7:30PM: TBA**
- 1-3 [2006 SEMA Show, Las Vegas](#)
- 3-4 [Ladner - Bellingham, Old English Car Club](#)
- 23 Thanksgiving (USA)

## Dec

- 24 Christmas Eve
- 25 Christmas Day
- 26 Boxing Day
- 31 New Year's Eve



## **Dave Rush - Type 54 - President's Point of View**

It has finally happened. The Cam Journal has gone electronic as you can see and now there are great colour pictures and impeccable graphics. Ian Green is the motivating force behind it but we have to make it as easy as we can for the guy, so please email us stories, photos and interesting items to put in. It's just no fun begging for input to share with the club. Tell us what first got you hooked on Chapman's concept of personal transportation and perhaps a picture. We plan on sending out a DVD at the end of the year with 'added features' so if you have any good video clips, send them along also. We will not laugh at a dripping fire from the carb or a wobbly wheel, honest.

So here we are again in the beautiful southcoast weather that makes for picture perfect Lotus motoring. The ABFM came and went and this year there were lots of new Elises on display as well as so many examples of the automotive DNA that the Elise was bred from. Thanks to all the club members who participated.

There is big news from ICBC on the collector car program. As of June 19/06, a car is eligible for collector plates with period modifications. It sounds like one can get plates on their flared, caged, BDA Elan as long as the mods are in keeping with it's date of manufacture. I think Malcolm's rally prep'd Cortina is now eligible. They seem to balk at going to dual carbs from single though. The cutoff date for the modified hotrod class has moved up to 1958 from 1948.

The next local all British events are the Hogan Park picnic on September 10 and the Vancouver-Whistler run the next weekend.

**Our club will have our annual BBQ at Mike Sattler's place on Sunday August 13th starting @ 12:30 and it will be potluck style with only a barbeque, basic condiments and paper plates and napkins provided so please bring your favourite dish to share and something to BBQ and drink.**

Personally, my Europa is almost ready to aircare and license and with a small amount of motivation, will be on the road mid July for it's summer outing.

**Getting Ready to Jump Down for the Summer**



**Some mistakes are too much fun to only make once.**

**A truly happy person is one who can enjoy the scenery on a detour.**

## **Ian Green - Type 74 + 111R - Expletive Editor**

### **Cam Journal progress...**

Please... I need articles, stories, history on you or your Lotus. Send me an email, tell me why you have have a Lotus. How did you get interested in this make? What's in your garage? Why are you a member of the LCCBC? What do want out of the club, what could the club do to make your membership more interesting?

I enjoy doing this electronic Cam Journal. It's been interesting and a great education, a challenge. Something to keep me out of trouble and occupied in the wee hours. The last issue was 28 pages in total. Great, excellent. But it was a lot of effort done by a few people. Don't know how many pages this issue will have.

### **Lotus...**

I don't know what to do with my Europa TCS. It's sort of for sale, but I keep thinking of buying new tires, new wheels and new seats. I can't bear to see "skateboard" being ignored. So watching eBay daily, looking at MGF 6" x 15" wheels in England (same bolt pattern). 13" tires are now next to impossible to find, so would make sense to bump up to 15". Also looking at Elise S1 seats. I dropped a loonie under the passenger seat of my Elise, so need to lift out the seat. Thinking that maybe the Elise seats will fit in the Europa TCS.

<http://www.europa24fps.com>

### **Travels with Elise...**

I tell ya, this is not me. I'm not a fan of attention, prefer to sit in a corner and analyze people. So what happens, I buy an Elise and overnight, I'm the centre of attraction. 10 years olds hanging out of the windows of minivans, 20 somethings taking pictures with their cell phones, thumbs up from 30 somethings, comments from 40 somethings, waves from 50 somethings, laughter from 60 year old ladies with blue hair.. It's dismal. Sad.

Corvette owners either point or wave. Porsche owners are strangely blasé, as if I don't exist. BMW drivers are the same as Porsche. Audi point. How come? Some guy in a Ferrari 328 shadows me on the highway. Honda and Subaru with wings and fat can exhausts watch me but don't look where they are going. I swear one of these days a kid in a red Mitsu is going to slam into the rear of a truck.

Even guys on motorcycles in the HOV lane turn their heads to look as they pass by me. Kids speed up from nowhere to get beside and stare, I change lanes to get away from them. 90% male, 10% female. Saw a blonde in a Mercedes 320SLK or whatever pointing and screaming at her husband. I assume she was threatening him with a horrible punishment late that night if he didn't buy her one soon. Felt sorry for the guy.

My wife didn't believe me, so we went to Home Depot for some BBQ tools. Walking back to the Elise, there are people taking pictures of it. And I have a BRG Elise. Imagine what the owners of a yellow or orange Elise are suffering with. God help the guy or girl who owns a Krypton Green. I shouldn't complain, I'm rather enjoying the attention now, getting used to it, but it's still unusual. However I don't need to wear my wig and fake moustache anymore. But I did remove those dumb ugly stick-on letters that spelt LOTUS on the rear of the Elise. And the bonus is that the car is lighter now. It's all about weight, right? The radio is haunted, the air conditioning is marginal, there's a few rattles and shakes, the horn pathetic, I don't have a cupholder yet... You try holding a Starbucks Grande Dark, shifting at 8400rpm and steering. It ain't pretty. Then I jump into the Chrysler and I'm confused, stymied, puzzled. There's no clutch, what do I do?

But I can take corners twice as fast as Yahoo32 in his Prelude, and that's what it's all about. A friend of mine has an Alfa 164, he's a Ferrari F1 fanatic, but too young to really remember Lotus in F1, so I explained a bit of the history to him, then took him for a quick drive. When I was finished, he was trembling and had a hard time standing. I think he understands. Actually, I'm positive he does, but it's just difficult to comprehend him recently.

**Lastly, a huge Thank You to the folks that contributed to this July-August edition of the Cam Journal. Such was the incredible amount of content submitted, that the final draft hit 54 pages. I was then forced to resize most pictures and edit the page count down to 36 pages. Don't worry, if your article didn't make it into this issue, I promise it will be in the Sept-Oct issue. Already working on it... :-)** Great work, people. BCNU.

PS... If there is a photograph in this edition, or at a personally linked site... that you wish to view in a possibly higher resolution, email me and I will gladly send it.

## Ian Green - 2006 ABFM - Vancouver

More pictures at... [2006 ABFM - Green](#)



# David F. Ellis - 2006 ABFM - Vancouver

More pictures at... [2006 ABFM - Ellis](#)



# ***Len Green - Father of an Elise Owner***

## **Lotus lesson**

In my prime I was considered to be a very sedate and careful driver. So much so that I would frequently receive derogatory comments from the front seat passenger and similar rude remarks from the family offspring lazing crosswise on the bench seat behind. Tirades such as, "Darling, at this speed we will never get home today," and "Can't you take your foot off the brake, Dad?" often distracted my ardent attention to traffic and any adverse road conditions. Not that there were many cars on the Ontario roads during the 1950's, but that, surely, is irrelevant to my demeanor behind the wheel.

Today, having succeeded in attaining four score years and as many days, I am still irked, especially when visiting Canada, by 4 x 4s constantly tailgating an elderly gentleman who tries to adhere to the speed limit. Nothing has changed.

So it was that my son, now in his fifties, proudly announced via email that he had acquired a life-long dream: a Lotus Elise 111R. I mention "by email" because, most of the time, I reside in the UK. For many a year, he was content with a Lotus Europa TCS and a Europa S1 lodging in his garage. Times have changed and space was required to maintain his new child in pristine condition, especially to protect it from the relentless Vancouver rain. Reluctantly, a sentence of divorce absolute was passed on the S1 and banned forever from intruding upon the Green's household.

## **Enter the Elise**

In late May, having flown across the Atlantic, the "Lady of the House" and I arrived in Port Coquitlam to conduct our annual assessment of the situation and to pass judgment on the new member: no doubt, hoping it would be accepted into the fold.

The day arrived for our introduction to the latest example of exotic cars being imported into Canada. On a bright sunny day we were invited to wait in the driveway and all would be revealed. The double door of the garage slowly rose and disappeared into the ceiling. Lo and behold, and without any fanfare, there resided the most recent adolescent descendant of the Chapman era. And behind the wheel sat Ian in all his glory.

After an extended pregnant pause, there was a growl and a splutter akin to a gastric-intestinal discharge. It was accompanied by a few barks from the exhaust that reminded me of a second-hand old "banger" I once drove through the streets of Toronto. Then – with nonchalant gusto – it came out into the sunlight and parked sedately in front of us.

"Those pops are in the exhaust pipe," explained Ian.

Afraid to show my ignorance, I didn't dare ask any more questions.

First female vocal impression was: "Gorgeous, can I sit in it?"

First male mutterings amounted to, "Looks as though it's been subject to an automobile compactor!"

"Come, I'll take you for drive."

With some apprehension, I sized up the miniaturized passenger seat with its somewhat austere appointments. Not wanting to expose my ineptitude, I turned to Maggie and suggested, "You first, you're much slimmer than I am." Compliments always work wonders. With minor assistance from Ian she slid into the passenger seat. Suddenly, and without any hesitation, they literally flew into the distance. Glad it wasn't me at his side.

"Wonderful. Great. Try it," said Maggie, as she alighted with regal aplomb.

My God, now it's my turn. In fear and trepidation, because I really didn't want to mark the paint and subsequently receive endless harassment from "You Know Who," I politely asked how one enters the contraption.

"Like this," said Ian, raising one leg like a dog approaching a tree and virtually hopping into the driver's seat.

"If you think..." but my reply was cut off with...

"Here I'll show you."

Numerous attempts resulted in failure. I am not as young as I used to be.

Cutting a long story short, I was eventually embraced, securely, in a horizontal position. Ian handed me a Weissach promotional hat to cover the bald spot.

"Do I need it?"

"Yep, it'll protect you from high speed wind burn!"

## ***Len Green - Father of an Elise Owner***

I felt a kick in the spine as though I was about to be ejected from a jet fighter. I decided to keep my white knuckles hidden from view. At an intersection we encountered a traffic tie-up. In the left-hand lane I looked up to see a passenger in the cab of a 18 wheeler peering down on us. In comparison it was an absolute monstrosity. The fellow above shook his head. Not sure what he was thinking but Ian turned into a side road in response to a command from his cell phone.

“Yeah, OK, I’ll pass by the supermarket.”

Off we go again and this time I feel the full impact of the accelerator. I said “Wow” to myself but would not admit it verbally. Parked outside the supermarket I was left to my own devices as Ian went inside to attend to whatever order he received on the telephone.

As I sunbathed, a middle aged lady passed by carrying a bag of groceries.

“Nice car. What is it?” she asked. “Must be expensive?” she continued.

“A Lotus,” I replied with some intrepidity.

“Best part of \$100,000, I guess.”

“More than that,” I replied. “Almost close to bankruptcy.”

She moved on with a smile just as Ian returned.

“Do you always have many people asking questions about the Lotus,” I asked.

“More often than not,” he noted, and continued with. “I have seen more drivers about to create an accident on the highway when they turn their heads in amazement.”

“But the girls...”

I was interrupted with, “That’s another story.”

No further comment on my part, but my imagination went wild!

With those thoughts uppermost I began to visualise the admiration I would receive when sitting behind the wheel of my Lotus. I’ve seen a few second-hand one’s for sale in the UK. But then I’ve got to convince Maggie, haven’t I? Must have a word with Ian and ask him to take her out for a few more spins tomorrow.



# Malcolm Muir - Competition Editor

## Highlights of the June 7 Meeting

A total of 11 members attended the meeting at Dave Rush's with a contingent of cars:

Doug Holbrow - Élan S1, Terry Edwards - Élan S3, William Kwan - Élan S4, Keith Robinson - Élan +2 and Scott Campbell - Seven S2. As usual, much of meeting was held in the driveway and street with various discussions regarding state of respective projects, current state of the running cars and other club matters.

Once indoors, the agenda-less meeting continued with various highlights as follows: Kevin Moroney spoke about Joe Blow and his website [www.doubleclutch.com](http://www.doubleclutch.com) as an on-line news magazine for car specialty and non-mainstream car enthusiasts. Kevin is going to look into having Mr. Blow attend either a regular club meeting or perhaps a special weekend meeting to interview club members and film their cars so a web segment can be put up on the site.

Terry Edwards brought up projected improvements at the Pitt Meadows airport, with an eye towards running slaloms. He has been in touch with Andrew Field at the airport and Andrew is prompting the new ½ million square foot tarmac as a venue for car clubs to run their respective events.

There were additional discussions regarding matters of car safety equipment, event insurance (one-time vs. annual) as well as a commitment by the club and its members to support slaloms after many years' hiatus.

There was also some discussion regarding Cam journal e-copy vs. paper as we are on an issue exchange programme with other car clubs and publishing groups. As the e-Journal is in PDF format, printing hardcopy is easy and we are looking into getting the mailing list for those people we do exchanges with.

**Keith Robinson, Elan +2**



**Scott Campbell, Seven S2**



**William Kwan, Elan S4**



**Doug + Stella Holbrow, Elan S1**



## **Malcolm Muir - Competition Editor**

Between the Cam Journal and slaloms, the idea was put forward to review the dues with an eye to covering expenses. This will be discussed further at the next meeting in July.

### **Terry Edwards, Elan S3**



## **Tech Forum**

### **Bob Leonard -**

Paint remover: Lee Valley has a product called "Greensolv Paint Remover". The literature says that it's OK for use on fiberglass. Generally, chemical strippers are NOT recommended for use on our Lotus bodies; but this product might be appropriate. Does anyone really know??

### **Ian Green -**

When I stripped the paint off my Europa S1 (now Jim Blair's Europa S1), I began by sanding... but quickly tired of that. Asked around, and was recommended a bio-degradable, non-toxic, enviro-friendly stripper. So did a bit of research and then bought two gallons of Removall 610 from a marine supply shop in Burnaby.

[RemovALL 610- Anti-Fouling/Fiberglass Paint Stripper by Napier Environmental](#)

One, it's Canadian. Two, it worked. The more layers of paint, the more treatments, applications will be required. On my S1 Europa, there were 6-8 layers of paint. This stuff is like mayonnaise, spread it on, and wait a couple of hours. A warm garage helps. Generally it took me three applications to bring it down to the gelcoat. Putty knives, razor blades and fingernails were used to peel, push off the softened paint. Once the paint was gone, liberal washings of water, bucket and sponge were used to dilute and rinse off the residue. Wash again and leave to dry. Archived pictures can be seen here...

[Europa24fps](#)

## **Malcolm Muir - Tin Top Tales**

Japan over Germany 1 to 0  
Japan over England 1 to 0  
Mexico over USA 1 to 0

No these are not FIFA World Cup Soccer finals; these are better parts!

Being the purist that I am, I strive to replace English parts with English parts on my English built car. My next compromise is putting Ford of Germany parts on my Ford on England car with the reasoning that in 1968 Ford brought all of their engineering, design and manufacturing under Ford Europe.

However, in the course of the rebuild and restoration I have had failures of German, American and British made parts after replacing and/or rebuilding twice.



The Girling cast iron tandem master cylinder is great when it works, but my success rate in rebuilding these units is running 1 in 4 at \$42.00 per kit plus tax and freight. A Japanese made aluminum-bodied master cylinder was \$44.00 exchange from a 1978 Datsun (Nissan) 200 SX. The bore is the same at 0.75"; the only modifications required were opening up the mounting holes to fit the 2-1/2" stud spacing and bending up two new brake lines, as the outlets are on the bottom rather than the side of the master cylinder.



Cortina's, like Lotus, were originally equipped with a 22 Amp Lucas generator. In 1970 they upgraded to a Lucas 17ACR 35 Amp alternator with integral regulator. Although I had both of these units in good working order, neither was a match for my Halogen headlights, 220 watts of auxiliary driving lights plus all the other niceties such as heater motor, windshield wipers and horn. I had what I thought was a good working Bosch alternator (65Amp) from a Fiesta. I replaced the integral regulator, but it failed quietly and without warning during initial load testing. I had a Honda Accord Nippondenso alternator from my 1600E project car (now rapidly becoming my donor car). This ND unit is also rated for 65 Amps and mounts directly to the existing Ford brackets and pulleys, requiring only two shimming washers on the adjusting bracket.

## Malcolm Muir - Tin Top Tales



## Malcolm Muir - Odds & Sods

I was out for a walk on the weekend and saw a dark Blue Elise driving along Dewdney Trunk Road. Does anyone know who owns this car and if Weissach is promoting the club to new Lotus owners? Has anyone else spotted any Elise in their respective neighbourhoods?

If anyone looking for metal products such as sheet aluminium, diamond plate, etc, Dave's Custom Metalworks in Port Coquitlam is a great source and his prices are reasonable. See attached card for contact details. I tend to shop locally, but I'm certain there are several competent locksmiths in the greater Vancouver area. It so happens that Bell Locksmith was able to re-key all my Cortina locks and had key blanks in stock. See attached card for contact details.



Andrea Brannstrom

11982 - 224th Street Phone: 604-467-4957  
Maple Ridge, B.C. V2X 6B3 Fax: 604-463-0203  
[www.preventmailtheft.ca](http://www.preventmailtheft.ca)

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## **Jim Blair - Type 46**

## **Part 1 of ?**

### **Hey, who's the new kid?**

First, an introduction. My name is Jim Blair and I live in Nanaimo, I'm also the proud new owner of S1 Europa #46/0363.

I have wanted a Europa for most of my life. When I was 10 years old, a neighbour had a Europa (I remember it being a JPS, but that's probably due to the influence of time rather than the product of an accurate memory). During my daily two-block journey to school I would bend my route just enough to walk past his driveway. If I was lucky, and timed it just right, I would see him leave for work. I've never forgotten watching him attack the 90 degree corner at the end of our street, never a brake light to be seen. Of course, that could have been due to an electrical issue rather than his Graham Hill-style bravery.

My Brit car ownership history consists of a Mini Cooper S restoration, which I sold many years ago, and an amazing Series 3 Land Rover which I still drive daily.

I've now owned Ian's 67 S1 for around 10 months, and still have to pinch myself everytime I see it sitting in the carport. Ian's work was well documented on his web site, and I've continued the restoration record on my site at <http://www.artoftherace.com/europa460363/>

Here's a quick account of the progress on 46/0363.



Most of the metal parts have now been sandblasted and painted with POR15. (The inside of the new chassis has also been given a coating of POR15.)

Every part has been disassembled, cleaned, bench-tested, painted where applicable, and in most cases reassembled. The rusted and seized pedal assembly has been completely rebuilt, with much fabrication, and upgrades such as oilite bushings and grease nipples.

The gauges were an interesting project. The small upper gauge faces were quite faded, with very little color or definition left in the lettering. With the help of Marty Shepard of Bastion Trophies, I did a high resolution scan of the upper face. The letters were then traced using vectors, rather than bitmap. This allowed infinite size changes without degradation. The faces were then stripped, and repainted black using PlasticKote Super Enamel Flat Black, which actually dries to a nice satin finish. We then applied a frisket film, and using the vector file, laser-cut the new lettering into the frisket. Finally, the stencilled faces were sprayed white using Tamiya model paint. After the gauge cases were cleaned and painted with POR15, the restored gauges were reassembled.

A large crack extending across the entire width of the rear deck has also been repaired. At some point, the car had been towed backwards without properly securing the deck. The wind grabbed and flipped it up against the back of the roof. The deck is now restored, and the hinge points re-enforced with glassed-in plywood.

## Jim Blair - Type 46

I also recently received the wheels from the painter. They are now a nice light satin silver, which looks great with the chrome hubcaps and beauty rings.



Most of the spring and early summer season has been taken up by bodywork. All large cracks and holes have been repaired and filled, and most of the spider cracks have been widened, sealed, filled, and sanded. The firewall has been reinstalled (remember, it's an S1. The chassis was replaced through the rear of the car, not out the bottom) with three layers of fiberglass and one layer of steel re-enforcement.

## Jim Blair - Type 46



Since the original engine is long gone, I've ordered a conversion kit to mate the original transaxle to a Toyota 4AGE. From what I've read, this is basically the Toyota version of the Ford Cosworth Twin Cam. The stock 4AGE from the early 90's Corolla produces around 132 hp, which should provide adequate fun factor.

So that's how she stands as of June 30, 2006. I'll try to provide an update for each issue of the Cam Journal, and hopefully I'll have the primer on the body for the next issue.

[Lotus Europa 46/0363 Restoration Home Page](#)

## **So you were Thinking of Making a Super Seven Kit Car, Hey !**

Who hasn't dreamed of their favourite kit car? And who hasn't got a favourite engine to power it?

Well, dream on. The world's choice kit cars are the Shelby Cobra and the Lotus Seven. And rightly so. A design requires incredible knowledge and experience, and where there are competitive builds offered, kit quality and customer satisfaction keeps improving.

The Cobra is a testosterone filled macho man's statement. V8 power, wheel spin, tire smoke, noise. The Super 7 is finesse and balance, speed, roadability and exactness.

Both are absolute Babe magnets, .....and impractical as hell!

Witness a demo of pure embarrassment if a 7 driver dares to try and board his chariot with dignity in the rain with the top in place!

Well, aside from that, nothing can be simpler, cheaper, more down to earth and fun in absolute spades than the 7. Car and Driver always claim that there is no way of having more fun with your clothes on than competing in one!

Only a few years ago researching this home assembly type of kit car project was pretty labour intensive, and required letters to and replies with brochures from as many manufacturers as you could find or even just hear about.

No one would be naïve enough to order one they just found. At the very least you wanted to know someone who had some experience with the manufacturer.

That's when you discover that the 7 comes in all different sizes, configurations, weights, mechanical details and suggested powertrains. And, like any 7 owner or future owner, you suddenly become obsessed with weight. Just like CC himself, you always want to "only add lightness"

I guess we all would go for the Caterham. The original, looks, proven developed chassis, simple construction, lightness and parts availability. But, what do they Cost? Right! We're still talking Kit Cars, not exotics! It's still a toy, right.

My first Lotus 7 was in 1967. Could never go out in it if you wanted to look Cool! Or take your girl, if she wore a dress! It leaked air and mud and road grit through every pore, which would slowly ooze up the pants and legs. Your tie would extend straight forward to the window at any speed above 80kilos.

Deservedly got the reputation: the vehicle for a motorcyclist who wants to really rough it! This in the days of the BSA and Norton and Matchless!

Well, now there's the internet era and the cheap long distance phonecall. What a pleasure for both researchers and Manufacturers. I read somewhere that there are over 120 Super 7 Kit Car Suppliers. And the demand is growing! A few suppliers in the States, a couple in Canada, some in Australia, also a number in New Zealand and South Africa, Germany, France and Holland! But the UK is King!

So, a few days of working and chipping away at these will soon bring you down to a short list of your most desirable Kits.

Problems that you encounter would probably be:

How complete is the kit

Is the source mechanical parts doner vehicle available in Canada/USA in reasonable numbers

Is the supplier fairly reliable, will the kit arrive with the extras necessary

To put the things together

What degree of mechanical expertise is needed to build/assemble

Will it end up an affordable hobby project

What approximate budget are we looking at

## Eric Adler - Super Seven

Anyone familiar with the book by Ron Champion: "Build your own Sports Car for as little as £250" will know that he has used poetic license on a big scale!!

The above items will be dealt with in the next installments.

But First, before going even one step further, or dreaming even one extra dream, you will already be asking about the Customs and Importation regulations, and the Licensing of Road Vehicles and Road Insurance regulations.

Next issue:

How do Lotus 7, Cobra, Kit Car, Hotrods, Specials etc go about this?

### So how do you register a Kit Car?

This is the tricky part! First, let's see what the import regulations say.

#### SECTION 2 – GENERAL

VEHICLE TYPES	ADMISSIBLE	INADMISSIBLE	NOTES
All vehicles (except buses) FIFTEEN YEARS OLD OR OLDER.	All are admissible, See Notes.		Importer must be able to prove vehicle is fifteen (15) years old or older determined by month and year of manufacture.
Buses manufactured BEFORE January 1, 1971.	All are admissible, See Notes.		Importer must be able to prove bus was manufactured prior to January 1, 1971.
Buses manufactured AFTER January 1, 1971.	See Notes.	See Notes.	Please see SECTIONS (6) BUSES & (7) SCHOOL BUSES.
Pick-up trucks, trucks, car dollies, trailers (including air braked trailers, portable air compressors, log splitters & wood chippers, etc.), LESS THAN FIFTEEN YEARS OLD.	All are admissible, See EXPLANATIONS on cover page.		
Sport Utility Vehicle, Travel Vans, Conversion Vans and Disabled Access Vehicle Conversions	See Notes.		There are numerous restrictions on these types of vehicles. Please read Section 5 carefully.
Kit Cars LESS THAN FIFTEEN YEARS OLD. (assembled or unassembled)		None are admissible.	
Competition Vehicles	All Models		Competition Vehicles are designed for use exclusively in closed-course competition. These vehicles are exempt from the RIV program provided they: <ol style="list-style-type: none"> <li>(1) bear a label affixed by the manufacturer stating, in both official languages, that the vehicle is a competition vehicle and is for use exclusively in closed-course competition, or</li> <li>(2) is accompanied by a signed declaration clearly indicating that the vehicle is a competition vehicle and is for use exclusively in closed-course competition. This signed declaration MUST come from a racing sanctioning body, i.e. FIA, AMA, CART, etc.</li> </ol>

## ***Eric Adler - Super Seven***

Kind of conclusive! OR How does one find a left hand drive Kit Car 15 years old or older that is still in one piece! And then you're just restoring one, not building it! And you miss out on great engines – probably end up with a side valve Ford Prefect 1172cc power unit!

Well, the Hot Rod and Cobra kit car builders think not.

Does it mean that you cannot bring in parts of the vehicles, or perhaps the chassis, suspension and major bits? So, if there is more than the simple assembling required, and the pieces come into the country as vehicle parts, it seems ok. In fact, there are a few local manufacturers of vehicles that import parts of kit vehicles.

Ordering and clearing and paying duty on the various parts, i.e. chassis, suspension, shocks/springs, control arms, bodywork, dashboard, steering, seats, roof, tonneau cover, side screens etc. would work so long as they were imported as car parts and not as a kit car!

But, let's not get completely carried away just yet. What about registering and licensing?

This proves to be less difficult. Hot rods and altered off road vehicles do it all the time. Also, there are a few kit car suppliers who make it fairly regularly.

Here are the ICBC documents:





## Vehicle Registration & Licencing

### **Altered and Non-Complying – Vehicles without a Statement of Compliance**

#### Replica

- A motor vehicle designed and constructed to resemble a previously known make using an original body or a large portion of an original body but with a modern engine and drivetrain and, sometimes, a homebuilt chassis and with updated suspension and brakes. Sometimes major component parts that are new or refurbished are used in the construction of this type of vehicle.
- Many of these vehicles are commonly referred to as “street rods” and “resto rods.”
- The individual who constructs the Replica is, in effect, a manufacturer that is not approved by Transport Canada. As a result the process whereby an approved manufacturer imprints their National Safety Mark and a statement of compliance on the **Canadian Motor Vehicle Safety Standards Compliance sticker** that is attached to every production version of each make and model doesn't happen. That is why replica-type vehicles are referred to as altered or non-complying. In Canada these altered and non-complying vehicles are identified by the make “REPLICA” (or, sometimes, “UBILT” or “REPLIKIT”).
- The make Replica (like the makes Ubilt and Replikit) does not indicate the quality of workmanship of the modifications, but rather indicates that the modified vehicle has not been tested to ensure that it meets the federal Canadian Motor Vehicle Safety Standards. The modifications could be less than the standards, greater than the standards, or equal to the standards. The quality would have to be determined by any potential buyer.
- In BC a vehicle that doesn't have a federal Canadian Motor Vehicle Safety Standards Compliance sticker is required to pass an inspection at a designated inspection facility to ensure that, at the time of manufacture, it was constructed and in condition to be safely operated. When the vehicle has passed inspection, the status “REBUILT” is added to the vehicle registration record. The **rebuilt status** informs the public that the vehicle is altered or non-complying and was inspected prior to its initial registration.



## Vehicle Registration & Licencing

**Usually sold with a Statement of Compliance (CMVSS sticker)  
but, if without a sticker, classed as Altered and Non-Complying**

### Replicar

- A motor vehicle manufactured to resemble a previously known make and constructed of entirely new parts.
- If the vehicle has a Canadian Motor Vehicle Safety Standards sticker, the manufacturer will also supply a NVIS (New Vehicle Information Statement) for the initial registration. These vehicles do *NOT* get inspected or the rebuilt status. The manufacturer assigns a 17 digit VIN for the vehicle. In the unlikely circumstance that the manufacturer hasn't assigned a 17 digit VIN, a BC Assigned VIN is needed.
- The model year is the year of manufacture. The make is either REPLICAR or the "trade name" of the manufacturer. The model is what the vehicle appears to be. The VIC is REP--R to allow for a declared value for own damage coverage.
- Vehicle type 1 or vehicle type 2 with a GVW of 5000 kg or less.
- If the vehicle *doesn't* have a Canadian Motor Vehicle Safety Standards sticker, the manufacturer must supply a "passed" Vehicle Inspection Report for the initial registration. The vehicle will need a BC Assigned VIN. The inspection at a designated inspection facility confirms that the replicar was constructed and in condition to be safely operated. On the initial registration, enter the "R" code for rebuilt in the vehicle status field. The rebuilt status is the indicator that informs the public that the vehicle is altered or non-complying and inspected before registration. The VIC is REP--R to allow for a declared value for own damage coverage. The make is recorded as "UBILT" and the model is what the vehicle appears to be. For additional information, refer to Ubilt.
- If the vehicle has a Canadian Motor Vehicle Safety Standards sticker, the make is either REPLICAR or the "trade name" of the manufacturer.
- If the vehicle *doesn't* have a Canadian Motor Vehicle Safety Standards sticker, the make is recorded as "UBILT"

February 18, 1998

## ***Eric Adler - Super Seven***

Realistically, if you do most of the work yourself, I would estimate that you could budget \$10,000. If you want a fresh power train and most of the mechanicals rebuilt or exchanged for you, double that number.

Ideally you want a kit based on a local donor vehicle. There are some great vehicles of this nature, like a small older Nissan, Toyota mr2 and GTS, Mazda Miata, maybe even VW Golf. But no one is taking advantage of them yet!

Registering the vehicle as a Ubilt Replicar can be done.

It will have to pass the Vehicle inspection, which is done by designated local inspection stations, but unfortunately it's not that easy to get one to do this unusual type of work in which they are not experienced. Prior arrangements are in order.

Also, sometimes a requirement that the chassis welding pass a Rebuilt Vehicle inspection is also made. This is usually done where proof cannot be produced to the effect that the chassis has been built by a recognized manufacturer. In such an instance the chassis should be brought for inspection prior to painting/powder coating, to satisfy the inspector regarding the integrity of the welds.

Of course, there is the question of transporting the vehicle for these inspections, but it would seem that the ICBC one day insurance permits are good.

Some important components that must be incorporated in the vehicle are:

- Canadian regulations windshield glass
- " " headlights
- Regulation self canceling turn signals
- Tandem or double brake master cylinder with rear proportioning valve
- Brake malfunction warning light
- Satisfactory complete four wheel steering alignment
- Canadian regulations seat belts

An interesting note is that doors are not necessary, nor is a collapsible steering column, or air bags supplementary restraints, and that cars sans bumpers are accepted only if the vehicle the kit car is resembling can be proven to have had optional bumpers! I'm not sure about the central rear brake light.

An important point to bear in mind is that the vehicle year of manufacture will be the year it is completed and registered.

Sooooo, Aircare becomes a challenge, though the vehicle will only have to pass it's first test three years down the road!

But the standards will be quite high - in fact there is no chance of even trying to comply sans fairly modern EFI equipped engine AND a three way catalytic converter!

And don't forget, they test gas caps too. Which means your design should include a working charcoal canister.

## ***Part Two: September – October Issue***

**Dos and Don'ts when selecting your Kit Car and Powertrain.**

## **David F. Ellis - Type Seven**

### **Le Mans; June 17-18, 2006**

Timeline: early March, phone call from brother Robert in England who is Secretary of the Aston Martin Heritage Trust. "Off to Le Mans again this year, Astons are the featured marque, I have to take down A3 for display and drive in the pre-race parade. I need a co-driver, do you fancy it?"

I need an explanation here: AMHT is independent of the works, and of the Owners Club. It takes care of all the (considerable) AM archives, with all the revered marque's rich racing and thoroughbred history, owns some old and new Astons, and raises money for all the above. A3 is the third Aston Martin ever built by Lionel Martin, in 1921, and the oldest one that exists today. It was used as a racing and works development car and survives today in somewhat modified form. AMHT is currently raising funds to restore it to its former racing glory. Amazingly a correct front axle has recently been found and installed (no front brakes in those days!), the body has had its first tidy-up and re-spray; but sadly the side-valve engine rebuild wouldn't be completed in time for our departure.

Nevertheless we were to tow it down for static display purposes, both at Le Mans circuit itself, and at a day-before pre-race event called the St. Saturnin Classic British Welcome.

Timeline: cut to a day and a half before our ferry booking. Madly rushed up to the midlands from Bucks to buy tow-bar kit for brother's diesel Citroen Xantia tow-car, then difficult installation by us of the bolted-on bits, lots of very rude words regarding the quality of the installation instruction sheet, dashed down to Wiltshire to get the electrics installed properly, and another rushed journey up to AMHT near Oxford to collect all the display materials and to make up new panels for fund-raising. Known for being organized my brother definitely is not!!

#### **Loading Aston Martin A3**



So to the next day - departure day: up at 5.30 am, hared up to west midlands again (diametrically opposite direction to the ferry!) to collect A3 from the restorers' workshops, made mad motorway dash for Dover and got to the extremely civilized P&O mid-afternoon ferry with an hour to spare! Blimey, both of us were totally shot before we even got on the boat!!

## **David F. Ellis - Type Seven**

As you may know, the channel ports and adjacent areas in northern France are pretty depressing so we didn't linger in the glorious sunshine thoughtfully provided for our visit but pushed on down into middle Normandy which is really lovely. A good hotel on the square of a lovely town and a nice dinner revived our spirits, and the next day was an easy run down empty A and B roads to St. Saturnin, a village just north of Le Mans containing our most agreeable B+B for our 3-day Le Mans stay.

### ***Last Hotel Tres Jolie!***



The SSCBW, referred to above, started out 5 years ago as a small event, providing a day-before-the-race show and display for the huge floods of Brits who come down to Le Mans each year. It's got bigger each year, this year Astons were featured; we had to display A3 in the main hall along with a selection of several other delicious Astons of various ages, mainly for historical purposes but also in an effort to raise funds for the restoration, no doubt hoping to catch race-goers in a giving holiday spirit! There must have been 300+ cars that showed up, ranging all the way from a Ferrari F50 (not pretty but a wicked piece of kit) right down to several skinny-wheeled Austin Chummys that chuffed down. Also saw my first Aston Martin V8 Vantage there, the new little one, absolute knockout, Mr Porsche watch out!

I can't possibly count how many Caterhams I saw in the few days we were away but it must have been fifty at least - great to know they're doing so well. TVRs are also very popular with the race crowd, some of the later ones are strange to the point of being bizarre but all of them are brutes, without exception. Also spied a few Lotus fakes: Westfields, Tigers and other horrible plastic look-alikes, all of which I absolutely can't abide - tolerance zero! Brother says I'm getting old and crotchety; probably true, but when you've got a real Super Seven.....

Drove down into the city and the circuit in the evening, but any thoughts of this being a 'small' year due to the concurrent World Cup were put to rest by the incredible numbers of people invading every city and village bar and eatery for miles around; monstrous event, 235 thousand this year, biggest crowd ever. I'd no idea.

Le Mans itself is a small city, pretty ordinary until you get right into the middle around the cathedral, where there is an superb maze of tiny streets and courtyards closely packed together. The nights were warm and the pre-race day atmosphere amazing; we went out to the circuit to avoid the Parade of Drivers round the town as it was threatening to be absolutely jammed. Judging by the mounds of garbage we saw as we returned at midnight we were right!

## **David F. Ellis - Type Seven**

The circuit itself is half public roads e.g. the Mulsanne Straight, and half specialized track. So we did an evening cruise round the public bits, retired for dinner with a bunch of friends who were racing their vintage Bentleys in a pre-24 hr supporting race on the morrow, and retired back to St. Saturnin for a well-deserved sleep.

### **Mulsanne Straight**



### **Aston Pit Stop**



## **David F. Ellis - Type Seven**

On race day morning, another hot one, we loaded A3 back onto the trailer and took it into the circuit where it was to be on display with many past Le Mans racers of various vintages and marques inside the 'Legends of Le Mans' compound. Having no engine meant we were sadly destined to be spectators instead of driving the 3 laps of the circuit with the others immediately before the start of the big race; but some smart talking by Robert got me into the back of an ex-works Healey Elliot, and he in the back seat of an Aston DB 2/4. At 3 o'clock we were sent off to do our 'parade' laps, but inevitably the red mist descended somewhat for most people; we were doing 100 mph down the Mulsanne Straight and 'Gentleman' Jack Sears went by us in a Cobra as if we were standing still!!

The circuit is eight miles long, and appears much as I'd read about all my life, but now boasts various esses to slow the cars down at strategic points, and has big run-off areas as per Formula 1, not what I expected. But it was great to go three times under the Dunlop Bridge, round Tetre Rouge, Arnage, Indianapolis, past the White House and the grandstands, and the Hunaudieres Café halfway along the Straight. As usual one can read about, and look at pictures of these places and watch them on TV ad infinitum - but you never really know what they're like until you actually get there. One thing stands out - and that is the Kink about half a mile from the end of the Mulsanne Straight (which is 3 miles long!). I tried to imagine doing 200 mph plus in a Porsche 917 down there, flat chat, and being greeted by the Kink each lap: eye-watering stuff to think of the cars drifting out to the edge of the track at those speeds! (The only other time I've felt that way is when we went past Eau Rouge at Spa on a rally a few years ago). Those guys must have large attachments, as David Hobbs is wont to say!!

### **Arnage Corner**



Race day was again really hot by start-time and we were peering through the back of the crowd to see the start, near the fun fair and with a rock group warming up behind us - hopeless; I was ready to go home right then and there! But things improved from then on as we had free entrance tickets, passes to an in-circuit car-park, and to a lovely private bar, had free meals in various tents, did a cooling visit to the Museum inside the circuit - and were ensconced in the grandstand seating for the finish the next day.

As I've said to Robert many times since, I think it would have been ghastly (for me at least) to pay 100 euros entry and try to enjoy it from the spectator bankings. Many thousands of people do; they come back year after year, and obviously have great time. It's just a monster drunk for many people, the spectator areas are full, garbage is everywhere, it's hot and dusty, and there are massive mounds of beer bottles, with each group vying to build theirs higher than the next. Le Mans that way is definitely an acquired taste! If one did not have the privileges we had I'd have absolutely hated it.

## **David F. Ellis - Type Seven**

One amazing phenomenon is the groups that come down from the UK each year. They might come in a bizarrely painted London bus with the top sawn off, then park by a banking out on the circuit and erect huge viewing scaffolds complete with sofas, beer kegs, bid-screen TV, cooling fans, generators, hammocks, music, radio race commentary in English, all contained in a roped-off compound for their barbecues and tents. Of course each group rejoices in its own ludicrous name, and boasts how many successive years they've been in attendance. Good for them, it takes all types.....

### **Saluting the finishers**



### **The Audis take the chequered flag!**



## **David F. Ellis - Type Seven**

Access into and out of the circuit is pretty frustrating and time-consuming at all times of the day and night due to: 1. the enormous number of people in attendance; and 2. clue-less gendarmes flapping and whistling at all the entry points. Mon dieu, just get out of the way!

As for the race itself, there are 4 separate classes, 2 for the Le Mans racers, and 2 for the sedans. Obviously it's impossible to know other than in outline who's winning each class for the whole 24 hrs, but basically the 2 works diesel-powered Audi R10s went off into the distance from the get-go. This year was rather epic as the diesels were there for the first time; they're quiet as can be - mainly one heard just tire and wind noise as they went by, amazing; *and* they could do 2 more laps per pit stop than their petrol rivals, useful to say the least. One did come in for a new clutch halfway through the night, so the great French hope, one of the Pescararos, came in second overall just 3 laps adrift, great stuff, with the other works Audi third. In the sedan class we were cheering on the Aston Martin DBR9s of course, which looked and sounded absolutely wonderful, but sadly having held the class lead from the start the faster one had to come in for a major clutch/ gearbox change with just a few hours to go and ended up second in class behind a bloody Corvette - such English ignominy!

It's quite staggering that one watches the first 6 or 7 hours of hard racing, with a good dinner in there somewhere, then you drive away to get a good sleep and a great French breakfast, drive back to the circuit and they're *still* racing hard - and there are several hours to go! Also it's scarcely credible that some cars spend hours in the pits undergoing really major rebuilds, and emerge to successfully chase down and catch the leaders.

We were up in the grandstands for the race finish, with the Audis coming slowly down to the finish just after the appointed hour with a gaggle of other cars in formation. I believe Audi has won each year in the new century - it's time for a change! One gets the impression, and hears from talking to people who know, that the Audi team is just ruthlessly efficient in every single aspect of it's racing. Next year Peugeot is re-entering the fray with their own diesels, which might put the cat-amongst-the-pigeons, as they are past winners too.

And so after the winners' presentations, and farewells to our Bentley chums, we packed up A3 on the trailer and headed back for an afternoon ferry at Calais the next day. After a few hours of unhurried driving we managed to find accommodation in a small hotel in a charming town. There were quite a number of returning Brits staying there, and the little square was full of Healeys, MGs and Caterhams. It was another warm evening so the hotel set out tables under the trees in the square so that we could dine outside, thoughtfully setting up a large-screen TV out there too as France was playing Korea in the World Cup. The French scored early and it remained 1-0 until about 10 minutes from time, when Korea scored. Instinctively, and as-one-man, all the Brits stood up and let out a monster cheer. Huge hilarity ensued when a lone cockney voice said, "Ooops, remember where you are lads. Gentlemen start your engines!!"

A gentle and sunny drive up to the to the coast the next day took us to the ferry the next day, marred only by a BC Ferries-like queue to get onto our appointed sailing, but complete with masses of unregulated queue-jumpers, not cool Mr.P&O. We delivered A3 safely to AMHT late at night and I hit the sack with the glorious sounds of the DBR9s echoing in my head.

So: the above is a highly personal, and definitely very biased, account of one man's first trip to Le Mans. I'm absolutely thrilled and delighted that I've been at last, and my understanding of it all is so much greater now - but I probably don't ever need to go again.

## 23 June 2006 - Spy Photos

New Esprit with BMW V8 under modified older body caught at Nurburgring??



## **19 June 2006 - News Release**

### **New Lotus CEO Mike Kimberley has outlined his plans for the Norfolk firm.**

Chief among Kimberley's aims is a doubling of annual production from around 4000 cars to 8000, to be achieved through the expansion of the current Elise and Europa line-ups and the introduction of a new Esprit, due in 2008. The new Esprit is tipped for launch late next year. Like its predecessor, it will be a mid-engined supercar blending serious performance with luxury, but this time it will use a BMW V8 and a new form of extruded aluminium chassis. Alongside an expansion of its own models, Kimberley also said that Lotus was certainly interested in new projects along the lines of the Lotus Carlton. The 176mph super-saloon might not have been a huge sales success (it was a victim of the early '90s recession), but like the Lotus Cortina and Talbot Lotus Sunbeam before it, it emphasised the depth of Lotus's engineering know-how.



## **26 May 2006 - News Release**

### **Group Lotus plc Appoints Robert A. Braner as President and CEO of Lotus Cars USA**

Mike Kimberley, Chairman of LCU and CEO of the parent company Group Lotus said; "I'm delighted to welcome Bob to Lotus; he's both expert and passionate about the business of great driver's cars. He will spearhead the expansion of our dealer franchise and our customer base in North America, as we prepare to launch our new high performance sports car in 2008."

Bob Braner brings to Lotus over 30 years of retail automotive and distribution experience that culminated in the position of President and CEO of Automobili Lamborghini USA, Inc. He has most recently completed the restructure of Broadleaf Capital Partners, Inc., as its Interim President and CEO. Broadleaf Capital is a publicly traded diversified investment holding company that provides finance and management services to small and medium sized companies with the objective of entering the public market.

"This is a very exciting and dynamic time for Lotus Cars worldwide," said Braner, "both the Elise and Exige have already made a huge impact in the USA with their sensational driving and ownership experience. I look forward to leading the team here as we work to expand the brand's position, appeal and reach. We are also looking to further enhance the value of the Lotus retail dealer franchise, as we move towards the launch of our new super-sportscar.

John English, past President and CEO at LCU, who has been with the company throughout the launch of the Elise and Exige said; "Lotus is an inspirational brand with thought-provoking products and a proud heritage of many performance innovations. In 2005 Lotus Cars USA had record car sales with over 2400 new customers finding out for themselves what makes the Lotus brand very special in comparison to other sports cars. I am very pleased to have played a major role in the success of the Elise and the launch of the Exige. It has been exciting and gratifying for me to know that new Lotus owners have a great deal of satisfaction and enjoyment with their cars."

Mike Kimberley further stated: "I would like to thank John English for his contribution to Lotus to date. He is a very skilled automotive professional and under his leadership we have seen the brand grow over the last 2 years. We very much appreciate his dedication, commitment and contributions to Lotus."

## **18 May 2006 - News Release**

### **Manufacturing Boost for Lotus. New High-Performance Sportscar to be Built at Hethel**

The new mid engine sports car from Lotus will be manufactured at the Group Lotus headquarters at Hethel in Norfolk U.K. This car, which is expected to enter production in Spring 2008 will be positioned at the higher end of the Lotus range and will occupy the sector vacated by the Lotus Esprit that finished production in 2004.

**Possible New Esprit**



The decision to assemble the new car at Hethel follows an extensive evaluation of a number of manufacturing locations around the world by Group Lotus and its shareholder Proton Holdings Bhd.

Lotus has worked at improving the efficiencies and flexibilities within the manufacturing facility over the last 18 months to maintain its position as a leading niche manufacturer within the UK and Europe. Over the next few months, Lotus will be undergoing a small re-organisation process within the manufacturing facility to further improve the efficiencies and flexibility at Hethel. This will lead to further improvements and gains leading up to the start of production.

**Doubtful New Esprit**



Mike Kimberley, Chief Executive for Group Lotus plc says:

“We are very pleased that Hethel has been confirmed by the Board of Directors as the manufacturing location for this vital new car. However the decision to choose Hethel has not been taken lightly and was influenced not only by our past achievements, but also by firm future commitments to improve the efficiencies and flexibilities within our manufacturing facility. We have a lot of work to do between now and the start of production and this will demand much commitment and hard work from us all at Lotus.”

## **For Sale - 1974 Lotus Europa TCS with Cosworth YBB**

All custom-engineered for a naturally aspirated 2L+ Cosworth YBB motor which was built by Dave Dixon, before he went to work for Ilmor. The engine was run on his shop's dyno, the day he closed his shop. The transaxle is a brand new Hewland Mk9 with special, heavy duty "rally gears" and has a Quaife diff, as well as fittings for external oiling/filtration. It was custom built for this car by PDS racing in the UK, with extra work done by Taylor Engineering, here in the US.

The chassis was specially built for this engine/trans combination by Spyder and utilizes an upper/lower ball-joint arrangement (no trunnions) for the front suspension and upper/lower A-arms for the rear. All of the chassis was completely reworked by a specialist race-car fabrication shop here locally to make all the suspension work and fit into the car as it should; what it means is that I have about two or three times the cost of the complete, custom-built Spyder rolling chassis into getting everything exactly right.

The entire exhaust system is stainless steel, with a Borla stainless race muffler and all the tubing used is "321" stainless, which is at least double the cost of the normal "304" stainless, because it has higher titanium content. The brakes are also custom-done by the same shop, since the Spyder supplied four wheel disc arrangement would not fit, so we came up with 11.25" discs all around with Wilwood calipers front and back. All hard lines are stainless with AN fittings and stainless, braided flex hoses. There is a separate, lightweight parking brake disc, if you want to use it. The racing shop also made up a front and rear braced roll bar that fits tightly into the interior. The clutch is activated by a hydraulic, concentric slave throw-out. The race shop also custom mounted front and rear Addco sway bars and there are Carrera shocks fitted all around (the Spyder supplied Spax shocks and springs were not at all right for the car).

The body was completely done (at no small expense) by a very high-end paint shop here that normally paints cars like Cobras and GT40s. There is also a custom Griffin aluminum radiator specifically built to replace the original, but I also have another Griffin Chevy radiator, if more cooling is needed, as well as the original radiator.

**\$20,000.00 US. FIRM.** This is about 1/4 of what I have invested in this car. I am looking for a buyer who is serious about completing the car. I want it to go to a good home and be enjoyed for the very high potential that it has. I bought the car, complete, running, and in stock form from the original owner in Dec. 1988.

**Contact Frank at W: 734-710-4479, H: 313-294-3907 [ersatz47@yahoo.com](mailto:ersatz47@yahoo.com)**

**More pictures at: [fdaltonTC](#)**



## ***For Sale - Richard Chong's 1982 Lotus Esprit***

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.

**Asking price \$24,500.00 Cdn.**

**Richard D. Chong: [richmondauto@telus.net](mailto:richmondauto@telus.net)**

**[Richmond Auto Clinic](#)**



## **Lotus Web Sites**

### **Clubs and Groups:**

<http://www.lotusclub.org/>  
<http://www.lotusowners.com/>  
<http://www.lotusclub.ca/>  
<http://www.gglotus.org/>  
<http://www.elcc.org/>  
<http://www.groupotusjapan.com/>  
<http://geocities.com/lotusclubofbc/>  
[http://groups.yahoo.com/group/lotus\\_car\\_club\\_of\\_bc/](http://groups.yahoo.com/group/lotus_car_club_of_bc/)  
<http://autos.groups.yahoo.com/group/lotus-cars/>  
<http://groups.yahoo.com/group/lotuseuropa/>  
<http://autos.groups.yahoo.com/group/lotuselan/>  
<http://autos.groups.yahoo.com/group/lotus4seaters/>  
<http://www.exiges.com/>  
<http://www.elisetalk.com/>

### **Parts:**

<http://www.banks-europa.co.uk/>  
<http://www.sportscarworld.com/>  
<http://www.rdent.com/>  
<http://www.tingleslotus.com/>  
<http://www.davebean.com/>  
<http://www.jaeparts.com/>  
<http://www.talbotco.com/>  
<http://www.wirewheel.com/>  
<http://www.spydercars.co.uk/>  
<http://www.classicgarage.com/>  
<http://www.tirerack.com/>  
<http://www.kodiakmotorsports.com/>

### **More Parts:**

<http://www.vtr.org/index.html>  
<http://www.pegasusautoracing.com/>  
<http://www.lotus-books.com/>  
<http://ewa1.com/index.html>  
<http://www.aircraftspruce.com/>  
<http://www.hewland-engineering.co.uk/>  
<http://www.christopherneil.co.uk/>

### **Places:**

<http://utahlotusmuseum.com/>  
<http://www.historiclotusregister.co.uk/>  
<http://www.lotusespritworld.co.uk/>  
<http://www.classicteamlotus.co.uk/>  
<http://www.mikecauser.com/>  
<http://www.race-cars.com/>  
<http://www.hemmings.com/>  
<http://www.pistonheads.com/>  
<http://www.lotuselan.net/>  
<http://www.lotuseuropa.org/gallery/>  
<http://lotus-europa.com/>  
<http://www.weissach.com/>  
<http://www.johnscotti.ca/>  
<http://www.gentrylane.com/>  
<http://www.parkplaceltd.com/>  
<http://www.groupotus.com/>  
<http://www.lotuscars.com/>

# "SHOW & SHINE" CAR CLUB DAYS



**YOUR CAR OR MOTORCYCLE CLUB IS INVITED  
TO PARTICIPATE IN OUR  
"SHOW AND SHINE"  
ON HISTORIC MILLER DRIVE  
AUGUST 19 – SEPTEMBER 4, 2006  
10:30 AM – 10:30 PM**



Join us for a day at the Fair to proudly display your club's various models of cars and/or motorbikes to the many Fairgoers.

- No entrance fee to club members.
- Each participant will receive 4 complimentary fair admissions passes for their family to join them at the Fair.
- Patrol Personnel will be in the display areas to ensure safety of your vehicles
- Vehicles will be roped off.

For more information or to reserve your club day, please contact Lorraine Brett, Manager, Exhibit Space at (604) 252-3504 or email [lbrett@pne.ca](mailto:lbrett@pne.ca)



# **Lotus Car Club of British Columbia**

## **Membership Application / Renewal Form**

Application Type: (Please check one)      New: \_\_\_\_ \$40.00      Renewal: \_\_\_\_ \$35.00

Name:	Spouse / Partner:
Address:	Res. Telephone:
City:	Cell. Telephone:
Province / State:	Bus. Telephone:
Country:	Email:
Postal Code:	Website:

Vehicle:	Vehicle:
Year:	Year:
Colour:	Colour:
Serial #:	Serial #:
Modifications:	Modifications:

Vehicle:	Vehicle:
Year:	Year:
Colour:	Colour:
Serial #:	Serial #:
Modifications:	Modifications:

Special Interests / Skills:

Additional Info:

Date:	Please make your cheque payable to:
Signed:	Lotus Car Club of British Columbia P.O. Box 125, 3456 Dunbar St. Vancouver, B.C. V6S 2C2