



cam journal

The Official Newsletter of the
Lotus Car Club of British Columbia



Lotus Car Club of British Columbia

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Contents:

Cover Photo: Malcolm Muir	
Index	2
Calendar + Ian Green – Editor's	3
Dave Rush – President's	4
Mike Sattler – Secretary's	5
Dave Rush – Europa S2 Header	6-7
Mike Boyle – Covert Europas	8-9
Eric Adler – Super Seven Kits	10-12
Sadik Dobra – Elite Arrival	13-15
James Armstrong – Montreal F1	16-17
James Armstrong – Lotus Wish	18-19
Bob Wilson – Portland ABFM	20-25
Malcolm Muir – Tin Top Tales	26-29
Malcolm Muir – Competition	30-31
Membership Application Form	32

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Half Page	\$50.00	\$150.00
Full Page	\$70.00	\$200.00

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

September 6

Richard Lee
TBA
TBA
TBA

October 4

Malcom Muir
TBA
TBA
TBA

November 1 (AGM)

Ian Green
TBA
TBA
TBA

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

LCCBC Members Only: http://groups.yahoo.com/group/lotus_car_club_of_bc/

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](#)
- 10 [Vancouver – Whistler, Old English Car Club](#)
- 16-17 [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 **Monthly Meeting-AGM 7:30PM: I Green**
- 1-3 [2006 SEMA Show, Las Vegas](#)
- 3-4 [Ladner - Bellingham, Old English Car Club](#)
- 23 Thanksgiving (USA)

Ian Green – Europa TCS + Elise 111R – Editor's Expletive

Cam Journal

Incredible, so much great content being submitted that I decided to juggle a few pages around, reduce my contribution to half a page and pack this issue with as many articles as possible. Hope you enjoy it, I sincerely believe that this issue is fantastic. Very proud of everyone. Pat yourself on the back, people. YOU deserve a huge thank you.

Sept-Oct now and the electronic version seems to be a success. As much as a few of us would like to witness 50-60 pages per issue, there are still restrictions. Therefore the maximum page count will be kept to 32 pages. Any articles received from members that do not appear in the current issue will be held for the following issue.

Basically my only rule is: first come – first served. And every two months, four weeks before my imaginary publishing deadline, I will send out an email requesting content.

The month of August was quite interesting:

The Europa boys did an early Sunday morning photo shoot.

We had our annual BBQ, very successful, well attended. Many thanks, Mr. Sattler.

There was a combined Jaguar-Lotus run to Squamish, with more Lotus than Jaguar.

Why don't we do a run to Hope? What about a run to Kelowna? Yeah, maybe I'm pushing it... Ok, Lillooet. :-)

Anyway, check out <http://www.europa24fps.com/lccbc/>

That's where you will find the Cam Journal issues and whatever Picasa files I feel like posting. Also because we reached the allowable maximum number of pages, the For Sale notices have also been moved there too.

Finally, if there is a photograph in the Cam Journal that you fancy, I will gladly send you the original higher resolution photograph. Send me an email: lotus@europa24fps.com

Dave Rush – Europa S2 – The President’s Point of View

Summer is here and we had our annual BBQ to the Sattler’s on August 13. Mike and Marta put on a well orchestrated event and our thanks go out them. The BBQ stayed alight and the sun steadily burned down. This year it seems that a healthy number of member’s cars are showing up at every event we come up with and this was no exception.

The Pacific Jaguar Enthusiast’s Group invited us along on a drive to Squamish on August 27 and we had 5 Lotus go along and we had so few mechanical issues to entertain us that we had to focus our attention on the Squamish Brew Pub’s foolish menu rules.

As the rainy season approaches, it is wise to think of the condition of your roof and if you need a new roof and have lots of spare tires around and want the world to know that you are car guy, check out the roof at 1606 East 10th in Vancouver. Here is where 345 wide tires are great in the rain.

Here’s hoping all your mechanical issues are dry, bright, warm and with friends.



It may be that your sole purpose in life is simply to serve as a warning to others.

Photos: Heather Rush

When everything's coming your way, you're in the wrong lane

Mike Sattler – Elite – Secretary's Scribble

Not only did about eight of us gather at Dan's place, but even I got there for a change. With a Seven, Europa, Elan and Elise in attendance to represent the Marque, we spent most of the night in Dans garage, running his very nice Norton. Dan was silly enough to let me try and start it. When I eventually did, it was just as well the door was locked, cause two (very) quick laps of the CITY would have been great (for me anyway). So thanks Dan for letting us invade your house.

To the ABFM. Ummmm, I wasn't there this year, (just in case you hadn't noticed), though by all accounts, everyone else did make it, including cars (and people) from Washington and the Island. Eighteen in all, including (for the first time) Elise. I miss all the fun!!! The reason for my continued absence is work. I wish it was play, but not in my lifestyle!! Infact it is getting hard to tell where work stops and "play" begins.

So Marta and I decided to hold the BBQ at our place so that we could start to socialise again. Good thing too. It was a lot of fun and not as much work as we thought it would be. We had about 20 turn up and about eight Lotus cars including Dean in his beautiful Plus 2.



The sun also stuck around and it was fun to watch everyone chasing (the) shadows!!! I even succeeded in not running out of propane or drinks. To all who came Marta and I say "thanks", it was only fun because you made it so. So what is next. Well, the radiator for the Elite should be ready shortly. I've already done a trial fit for size, and it did, so now it's just got to have the mounting points welded on and final preasure testing done.

The Ducati is not far behind either. The pipes are at the platers, and should be ready by the first week in September. Thankfully I thought to inhibit the engine, so after three years of inaction the cylinders and pistons are still not binding. Mind you, it is going to be one SMOKEY start. :-)

After all this, it's time to catch up on all the driving and riding I've missed out on. But let's not count our chickens just yet. I may end up scrambling all the eggs. So I'll think happy thoughts about car and bike and keep on working!!!

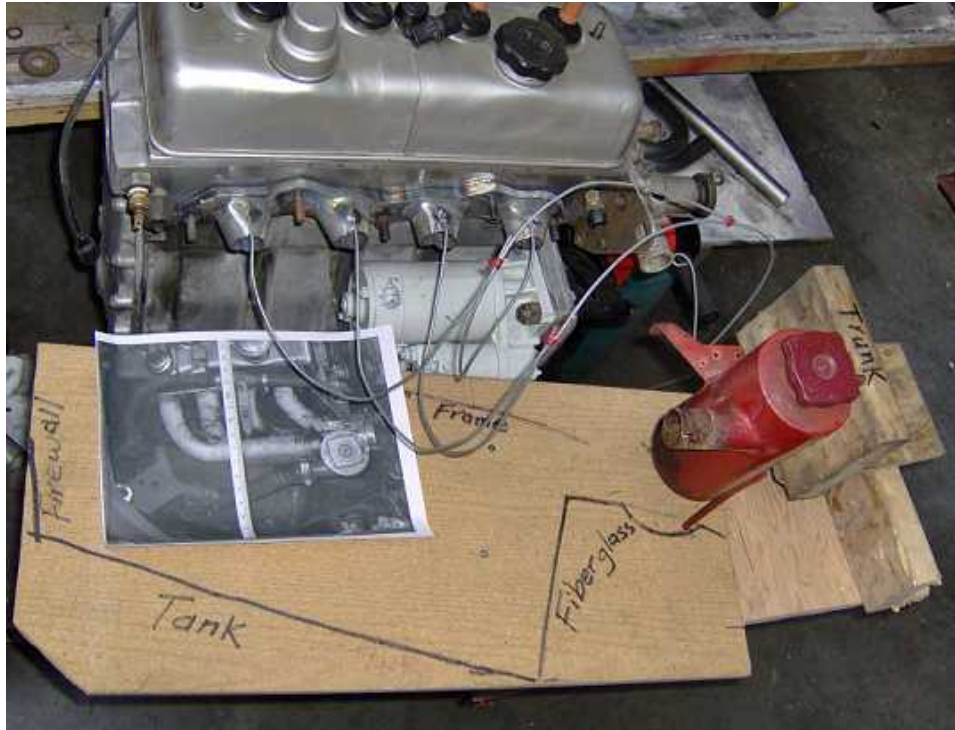
See Ya Later!!!

Photo: Mike Sattler

Dave Rush – Europa S2

A Header for the Gordini Europa

Part of the project was to replace the agricultural style header that came with it and I decided that the only way I could get what I wanted was to fabricate it myself. I cut the head flange out of 3/8" plate and bought a collection of 1 1/4", 1 3/8" and 1 5/8" J bends from a local shop in Maple Ridge to cut and weld the spaghetti out of. After I spent a lot of time cutting, drilling and grinding the flange to civility, the first tough problem was making the transition from the oval ports to circular tubes, which required lots of cutting hammering, bending, welding and more grinding to make reasonable transitions.



I made twice as many transitions as I needed as once the job started it was easy to ramp up the production and this gave me 8 transitions from which I could choose the 4 nicest. These were welded onto the flange, again with lots of grinding and this got me out of the engine and into the tubes. How to make a nice equal length arrangement outside of the engine bay so I could do it efficiently without killing my back posed a problem.

I screwed pieces of wood together and onto the engine while it was on an engine stand at bench height to emulate the surrounding car's engine bay and then tacked stiff wires onto the transitions. The wires were then bent to the same radii as the J's in a shape that gave lots of clearance and the wires were together at equal lengths. This set the geometry so all I would have to do was follow the wire locations by the cutting and welding of the mandrel bends. The pieces were generally short enough that I could get inside and inspect and sometime grind right my lousy welding. I am happy with the results and the project cost me about \$150 and 24 hours labour, including 1/2 hour under a microscope picking out those miserable metal slivers from my fingers.

Dave Rush – Europa S2



Photos: Dave Rush

Mike Boyle – Europa TC + Esprit V8 Turbo

Europa Photo Shoot

Anyone out and about in Vancouver's Chinatown in the early morning of Sunday, August 6th was treated to the unusual sight of four Europas when Dave Rush, William Kwan, Ian Green and I met for the brief adventure that produced the photos accompanying this article.

The first order of business was to admire Dave's new paint job. His S2 Europa is now resplendent in the Players' Gold Leaf colours best known on the Europa-based Type 47 and the Type 49 F1 car. The Europa looks great in this colour scheme, and while it may be a bit churlish to call it a faux 47, the phrase does roll off the tongue.

The next order of business was food. At William's suggestion, we went to the New Town Bakery and Restaurant for breakfast. Despite its name, I assume that this place is not associated with Villeneuve's New Town Restaurant in Montreal. The bustling, Chinese ambiance of East Pender just would not lend itself well to translating "New Town Bakery" as "Jacques' Buns".

After tea, coffee and provisions we got on with the real purpose of the day, photographing the cars against Lotus-themed backgrounds. The four Europas were fired up and set out as a pack to our first stop at the Europa condos. It helped that the area was being blocked off that morning, presumably for the Pride parade, and we swept around the barricades to get the advantage of having no other traffic at the first stop. While not the intended purpose, we found that wheelchair ramps are ideal for driving Europas onto the sidewalk to set up the artistic car arrangement seen in the pictures.



From the Europa, it was back to East Pender to line the cars up in front of the Lotus Hotel. The Europas lined up on Pender looked like they were ready for a traditional Le Mans start, particularly if one overlooks the detail that they are facing the wrong direction for that side of the street. This seemed to cause minor consternation for other traffic, but the pictures were taken and we resumed our trip without incident.

After the Lotus, we made our way on Hastings St. to Clark Drive where the cars were lined up under the Lotuswear sign. Thanks again to the City of Vancouver for providing a conveniently empty bus zone as a display area.

Lotuswear was the last location so we each went our own way after that. The whole exercise took less than an hour but it was certainly worthwhile to get four Europas together on the road and have some interesting pictures to record the event.

Mike Boyle – Europa TC + Esprit V8 Turbo



Photos: Dave Rush

<http://www.europa24fps.com/lccbc/rush/>
<http://www.europa24fps.com/lccbc/europas/>

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

What sort of costs am I looking at?

Well, that's a good question! How long is a piece of rope? Rotus (using Toyota Corolla parts) in the USA has gone out of business, and Sylva Jester, a UK supplier using Chevette basics has graduated to the European Ford line.

Very interesting is Stalker <http://www.bruntonauto.com/> a striking Se7en from Florida, based on the Chevy S10 with a 2.8 liter V6. Not a very inspiring engine, but perhaps the twin cam 2.4 or latest 2.2 GM engines will work. (Vancouver <http://www.canam-motorsports.com/>)

WCM Ultralite <http://www.wcmultralite.com/> from Texas, is based on the Honda S2000. But this flier is in Caterham price vicinity!

If the Stalker is not your fancy, the best place to do your research is the UK.

Of all the suppliers, a few stand out because of their popularity, reputation and racing prowess. Racing is not a necessity, but it goes a long way to prove the fundamental design and engineering are worthy.

The following are from my own short list.

Westfield <http://www.westfield-sportscars.co.uk/> probably the most popular and well known Se7en copy. Tiger Avon www.tigerracing.com and 6, also well known and successful. Birkin, beautifully made with many carbon fibre additions, based in South Africa, and quite reasonable. (after reading a number of comparative road tests, I became a little wary, as all complained about the handling and ride)
Superformance, a distributor of another South African Se7en in the USA.

My favourite, Sylva Striker <http://www.sylva.co.uk/> Chosen because of their racing prowess, improved chassis design, inboard front suspension, and brilliantly thought out watt linkage rear suspension.

All these UK producers now supply Independent Rear Suspension upgrades.

It is interesting to note that Caterham <http://www.caterham.co.uk/> is following these ideas and has just released their latest Se7en with full IRS and inboard front coils/shocks!

As mentioned, any imported kit parts will have to have local windshield and lights.

If imported, the power train will also have to be obtained at a different time to avoid kit car status!

To get your supplier to give you as complete a unit as possible, stick to a very common motor. At present the Ford 122E crossflow is common, as well as the new 1.8 and 2.0 Ford Zetec and even the UK has graduated to the 1.6 Toyota 4AGE. Try to steer clear of the Pinto engine, as the European 2.0 engine is quite different to our 2.3 and many parts are not interchangeable.

The Ford series 9 transmission is common (I don't know if it is similar to our old Pinto or Capri ones) and uses an adapter plate. The Ford Escort solid axle and brakes, or newer Sierra IRS (Ford XR4TI here), axles and hubs are utilized at the rear. The Kit supplier's propshaft will thus still work.

Because Ford used unusual wheel centre distances, get the 13" or 14" alloy wheels included. Their offset is different to the Ford Focus or Contour or early Mustang, and you may be able to get some lightweight Minilights at a fair price!

If the builder knows your engine choice, mounts will be welded into a Left Hand Drive chassis, and he can have this complete unit and all fabricated components powder coated together quite reasonably, before boxing for shipping.

A good idea is to concentrate on a complete list of all the useful things you will want, as extra shipping ups the price quickly.

Some idea of the items that cause untold nuisance are:

Rear axle incl Brake calipers, brake hoses, axle shafts, hubs, all bolts, nuts nyloc nuts and suspension bushings. (try to get a good axle ratio, that perhaps has a positraction)

(Editor: One other possible site, if you are interested in building a Locost Seven;
<http://www.canadianlocost.com> And they are in Vancouver. No connection. YRMV. Etc. Etc... Thanks, JB.)

The correct transmission, clutch mechanism and bell housing/adaptor with clutch operating mechanism and gear shifter and mounts. What about the propshaft? Aluminum sheeting for the body is useful, as each panel comes in a different gauge and composition, depending if it is stressed or just a light cover that might require bending.

A LHD steering box with bellows, tie rods and ends. A sporty steering wheel; boss and shaft extension with u-joints to meet the chassis pickup points. These typically come today with horn, light, turn signal and wiper toggles attached so you get signal canceling and do not need extra dash switches! Just hope some wiring harness comes with it and you can understand the wiring system!

A fuel tank is a good idea, specially if safety and competition are envisaged, though you can design one and have it fabricated here, but today's injection systems require sophisticated baffle plates and swirl pots, and the gauge might not work well. Also think fuel pump.

Seats are simpler to order than make up, and wrap round units might be wanted.

Also one or two 4/5 point seatbelts made for the Se7en!

What about the wipers and wiper motor/drive? After the wonderful powder coat chassis finish, you would definitely hate to be welding brackets onto the frame again!

And the correct handbrake mechanism ditto.

Of course, there's the coils/shocks.

And the wishbones all round, with bushings, ball joints and hardware, powder coated some striking colour of red/purple/dayglo green!

The donor front spindles with hubs and brake parts.

And what about a tonneau cover and side screens. To keep the water from the road, and passing cars from drowning you! Forget the fabric roof, it is just an embarrassment. Even your girl will thank you for just getting her wet! Imagine her trying to board through that little hole with a formal evening gown and high heels.

The windshield frame, rubbers and mounts.

Gauge set, unless you purchase in Canada, but an electronic pickup is best.

Pedal assembly. I have always favoured assisted brakes, which are not available, so I have fabricated the necessary brake booster setup

Of course, all body glass fibre parts, perhaps pre colour finished.

And an aluminum engine specific radiator would help.

Sylva "Stylus" with Striker Chassis and attractive fast body



Tiger Avon Lowcost



Sylva Mojo mid engine Se7en



Part three installment: "So how did I go about it?" Nov-Dec issue

Sadik Dobra – Elite S1 + Elan S4

The Elite comes home

I have been trying very hard to ignore the Elite (1271) , while the Elan (0272) receives some overdue attention. As you can see, all the parts are partially sorted and stored, some missing bits have come to light and I am inching towards starting the new project.

The first step shall be the construction of a chassis rotisserie, which after some research, I have decided can be built mostly from wood. I'll let you know.

In the meantime, the Elan received two new diff output shafts, alternator and wiring fixes, new hydraulic fluids, starter solenoid, fuel tank sender repairs and the headlight linkage fix from Dave Bean (which looks good in the box, disappointing in installation, just adequate in operation).

By the way.. should anyone be repairing the in-tank fuel sender... I find that it is possible to do so, but by following online instructions for GM and MG senders.... I wired mine backwards. I mean the internal wiring, which cannot be changed by swapping terminals on the outside of the tank. For at least the Elan S4, the resistor is supposed to read ZERO Ohms when the tank is FULL.

Loading the Elite for home



Sadik Dobra – Elite S1 + Elan S4

Departing



Waiting



Sadik Dobra – Elite S1 + Elan S4

Off loading the Elite



And it's home



Photos: Sadik Dobra

James Armstrong – Elan +2

Just keep the fronts warm

At the Montreal Grand Prix this past June, a high light was the BMW Pit Lane Pass, an inter-active set of displays allowing visitors to change a tire on an F1 car or try paddle-shifting and steering in a mock cock-pit. The BMW Sauber set-up takes up two entire planes to transport from race to race. A short straight is constructed in the middle of the displays and a BMW team driver blasts up and down in an open-wheeled BMW Series racer doing donuts at each end. This is made easier by mechanics who only heat the front tires. Villeneuve piloted the car on the 1st day and stalled it 3-times while showing off for the crowds.



James Armstrong – Elan +2

Fully race-prepared Ferrari 430s make up the Ferrari Challenge Series, one of the opening acts for the F1 cars. The Ferraris can be purchased race-ready from the factory. Their 480-horsepower moves them along nicely yet their quiet exhaust note was a mere squirrel-fart in the distance compared to the visceral screaming howl from the F1 cars.

Judging by racegoers choice of clothing, Ferrari and BMW-Sauber are the chosen teams followed by McLaren and Renault. A Ferrari t-shirt will run you \$40-\$90. Ear plugs at the pharmacy are \$.16 – the BMW plugs were \$5.00.

Ear plugs barely do the job. Sitting just past the hairpin the Formula 1 cars were going past us shifting at 19,500 RPM. It was all one could do to differentiate between the similarly-coloured cars at that speed yet alone identify a driver's helmet pattern.

The city can definitely handle multi-tasking. An exterior design show had taken over a block or two on the east side. However, the St. Jean Baptiste day parade took place on race day with its plethora of blue and white fleur-de-lis flags festooning the east end. Then within hours, the Montreal-Portugese community roared out of the bars to celebrate its World Cup win over Australia. Amusingly, after an hour or two of flag waving in "Little Portugal," the celebrants took their honking and cheering to "Little Italy," not too subtly thumbing their noses at the Italians enjoying an otherwise quiet Sunday night on the sidewalk terraces.

Alonso won the race. Kimi Raikonen was running wheel to wheel with him on 1-lap but fell back and never got close again, an all too familiar refrain with the F1 races.

My Montreal tour guide, a one-time federal Tory candidate in the 90s, made a point of showing us Frank's Restaurant, where Jean Brault, GroupAction president slipped an envelope of cash across the table to the Liberal Party money man.



At the time of writing, Vancouver City Council is considering a proposal for a privately-funded soccer stadium in Gastown. The Whitecaps brass plan on being close to Skytrain. Above all, the Montreal Grand Prix made it very clear how crucial it is to have bus and subway service on site. Roughly 110-thousand people left Ile St-Helene over an hour or so and it was completely painless.

Photos: James Armstrong

James Armstrong – Elan +2

Wish Upon a Lotus

A group of young kids got a terrific thrill at the Mission River's Edge race track in August blasting around the race track in a Lotus Elise driven by champion driver Keith Robinson of Langley. The event was put on by the Sports Car Club of B.C. as a fundraiser for the Children's Make a Wish Foundation.

The children were each treated to a lap or two around the winding track at near race speeds by Keith Robinson who was clearly as delighted to be driving the kids around as he was driving the Elise. The car is owned by Philip de Freitas.

The Children's Make a Wish Foundation works with children with life-threatening medical conditions. Although there may not be a cure for these youngsters, the Foundation aims to give the children something positive to look forward to.

Robinson played his part to the hilt, giving some of the young racers a near flat-out lap around the track. Keith says the acceleration and tremendous braking and cornering ability of the Elise rivals that of a top notch Formula Ford. Robinson owns a 69 Elan Plus 2 and races a Honda Civic.



James Armstrong – Elan +2



Photos: James Armstrong

Bob Wilson – Europa S2

A trip to the Portland ABFM

My buddy Mike mentioned over drinks one afternoon that the Victoria Mini club was planning a trip to the Portland ABFM. The Europa being almost as mini, would I like to join them? Now my Europa has done under a thousand miles a year every year for decades. The last time I drove it out-of-province was about 1978, when I was living in Nova Scotia. So I said yes.

A few days later, it dawned on me that I should look the car over in preparation for the trip. I'd been noticing the tach drop a couple of hundred rpm when I took my foot off the gas. I should go through the distributor, I thought, especially since I don't think it's ever been off the car. Once removed, it became obvious that the condenser was toast. Its wire was missing insulation on three small sections and looked quite corroded. Probably as a result, the two ignition points were shaped like a cup and saucer.

For all of about ten seconds I wondered if it was time to ditch the points and condenser for an electronic igniter. Looking at the maintenance record I could see that the current set of points had been in for 19 years, so I quickly calculated that an igniter was not a cost-effective idea. All the regular ignition parts for the Ducellier distributor are available new at very reasonable cost.

With new points, condenser and rotor, I gave it a trial run to the Filberg show in Comox on Aug 12-13. With Donelda away in Vancouver for the weekend, I took my friend Ray for moral and pushing support and his mechanical know-how. The car ran well, though with a brief recurrence of a problem I've had before, actually the last time I went to Mission. A couple of times the ignition cut out briefly at highway speeds and then re-fired, with the tach flicking to zero. This problem is apparently caused by the two ignition circuit connectors on the back of the tach, which need to be tight, bright and snug. Running the connectors on and off a few times cleaned things up and there was no further recurrence.

Three other Lotuses were among the more than 70 cars that made it to Filberg. Karen and Dave Whitworth brought their white Elite, Dennis Brau had a white Eclat, and Mike Finlay brought an interesting yellow Europa. Mike's car is an early S2, early enough in the production run to have S1 door handles and the turn signals under the bumper. I needed to borrow a used rotor from Mike for the trip back, because the one I'd bought locally was too loose on the shaft.

Filberg is a judged show. The Whitworth's took first overall in their class (1970's) and I took third in mine (1960's) behind a fabulously detailed Mk1 Sprite and a very nice MGB. I saw there a car make I'd never seen before, which is getting to be a rare event at my age. It was a 1939 BSA Scout, which looks like an MG T series but has front-wheel drive and a proprietary engine and gearbox. No matter what you own, there would always be something whose parts were harder to find!

A month later, I set off for Portland with a new set of ignition components from Dave Bean and so many spare parts and tools that the car had more luggage than I did. Donelda was in the middle east this time (Ontario) and I drove solo. Our small convoy included the Europa, Mike's Mini Moke, Richard's Mini pickup, and John's new Mini. Our plan was to drive down on the Friday before the September long weekend and come back on the Monday.

I've never had a border clearance go like the one in Port Angeles. With Richard three or four cars in front of me and Mike on my right, the total inquisition went something like this:

Border Agent (bending over): I'm short and even I have to bend down to look in this thing. You going to Portland?

Me (cautiously supplying the minimum information): Yup.

BA (cheerfully): Have a nice time.

Me (dumbfounded): Thanks, bye!

These not being I-5 cars, we drove down the outer coast of the Olympic peninsula, turning right in Port Angeles. The road along the North side, through Olympic National Forest, is a great sports car road and is as pretty on the sides as they come. Blessed by a near-total absence of camper trailers, we headed for lunch in South Bend, where the Mini guys remembered a diner with an outdoor smoker (meat, not tobacco).

Bob Wilson – Europa S2

A stretch break along the outer Washington coast



When we parked for lunch I could smell gas. Running my fingers over the connections, I could see dampness where the fuel line connects to the carb. I put one turn onto the hose clamp to run it up tight and went in to eat. Over smoked pork and onion rings, Mike shared his experience of crossing at Port Angeles last year in his Moke, headed for Mini Meet West:

Border Agent: Where you going?

Mike: To a car show in Mt. Diablo California.

BA: In that??? Hahhahah. OK get going.

All the way down to Portland I could still smell gas. The temperature outside was pushing towards 95 F and I had the windows open. Europas have an interesting ventilation pattern with the windows down. Air goes under the car, up through the vents on the engine cover, and is sucked forwards into the cabin through the windows. I took the air cleaner off at the hotel, started the engine, and saw that the brass fuel inlet fitting had vibrated loose! Since the carb sits above the exhaust manifold, I'd been fortunate that my aftermarket braided steel gas line had prevented the fitting from turning more than a few degrees.

Friday night we went down to the track to register for the weekend and stayed to watch the drag races. If I had to choose one word to describe the Portland event, it would be 'diversity'. It was 'run what you bring' night at the drags and great spectating, with everything from a stock white minivan to a twin-turbo Camaro that ran 8.3 seconds at 164 mph. Not one British car, though, for some reason. It must be something we don't do.

The ABFM was at Portland International Raceway on Saturday. It drew over 750 entries and a decent turnout of Lotus models. There were four other Europas (all TCs), two early Elites in lovely condition, a Westfield Lotus 11 replica licenced for the street, and several Elans, Esprits, etc. Jon Lexau brought a camouflage-unpainted Europa with a very tidy Zetec conversion on fuel injection and a turbo-Fuego gearbox. When somebody asked him how fast it went, he just grinned. "Pretty quick" he said. It'll be an awesome car when he's finished.

Portland, like the Van Dusen show, is entrant-judged but they don't limit the number of classes you can vote on. After making my first vote (for my car, of course) I set off to do the other three Lotus classes and the rest of the 81 categories. With time running out, mental exhaustion set in before I made the complete circuit and I had to leave several categories undone.

Nobody I spoke to had voted on the Landrovers, a truly daunting task. It was the largest turnout of Landrovers I've seen. There must have been at least 50 in 9 classes, ranging from the early 50's through something that had traversed Argentina before there was a road, trucks that looked as if they had and still others that looked as if they could, up to new Range Rovers. The Landrover club had organised charity demonstration drives on the

Bob Wilson – Europa S2

motocross track in the infield. I went over for a ride in the lunch break (instead of running the slalom) and was duly impressed at how comfortable and jolt-free it was, and how steep a hill these vehicles can climb.

The Victoria contingent did pretty well, with a first in modern Minis, a second in Europas, and a third in Mini commercial variants. However, the awards-giving was just about the poorest I've been to. If you have a guy standing up front for over an hour, he should be at least slightly funny, informative, and able to pronounce non-Anglo-Saxon names. This guy had none of these attributes and I'm trying hard to blot him from my memory, because it was otherwise a great weekend.

SOVREN vintage races were underway throughout the weekend. With nobody to navigate, I passed up the Sunday morning ABFM rally to walk through the paddock and focus on the racing. Several Lotuses were in attendance: Cortinas, Elans, and single seaters. Although none of them won, it was a good day at the track, and hot. The vendors of water and beer had customers non-stop.

Only three of us took the drive back up to Port Angeles on Labour Day, with Richard having to service the Bendix drive on his Mini's starter before we left. We took the scenic route up the west side of Puget Sound, avoiding the I-5 as much as possible and stopping frequently. With the ferry running almost two hours late, I had time for a beer in Port Angeles with Mark Hollingsworth, a former Europa owner who's joined the Elise crowd. If I were 10 years younger I might do the same thing, but I'd miss the experience of driving something old and interesting.

One end of the Lotus lot. Don Emerson's class-winning Europa is in the foreground (original paint!)



Bob Wilson – Europa S2

The Elite, Eclat, and Esprit were classed together



The yellow and white Super Sabre is scaled 10% larger than the real thing



Bob Wilson – Europa S2

Class-winning early Elite and a Westfield 11 replica



Carolyn Dimmer's 1965 Lotus 35



Bob Wilson – Europa S2

Fred McDonald's 1968 Lotus 51



Tom Black's Elan S2



Photos: Bob Wilson

Malcolm Muir – Tin Top Tales

1001 Details

We had our club BBQ at Mike Sattler's August 13 and were treated to a great turn-out of cars and members. The guest list, in no particular order, was as follows:

Élan S4 - William Kwan, **Élan +2** - Dean Moncado, **Seven S3** - David Ellis, **Europa S2** - Dave Rush, **Elise S2** - Ian Green, **Seven S3** - Scott Campbell, **Élan S4** - Sadik Dobra, **Espirt V8** - Mike Boyle (recently emigrated from Alberta).

Members also present in Lotus sprit were Ron Solomon, James Armstrong, Kevin Moroney and yours truly with our respective spouses.



Malcolm Muir – Tin Top Tales



There was of course the usual hood-popping, techno-speaking and mild interrogation about the cars both present and not, and we were treated to a feast of salmon, chicken, beef, salads, chips, veggies, dips and deserts (no less that 4 selections).

We were treated to a tour of Mike's segregated garage (no Lotus voodoo for the Subaru), and generally carrying on as we are wont to do at these gatherings.

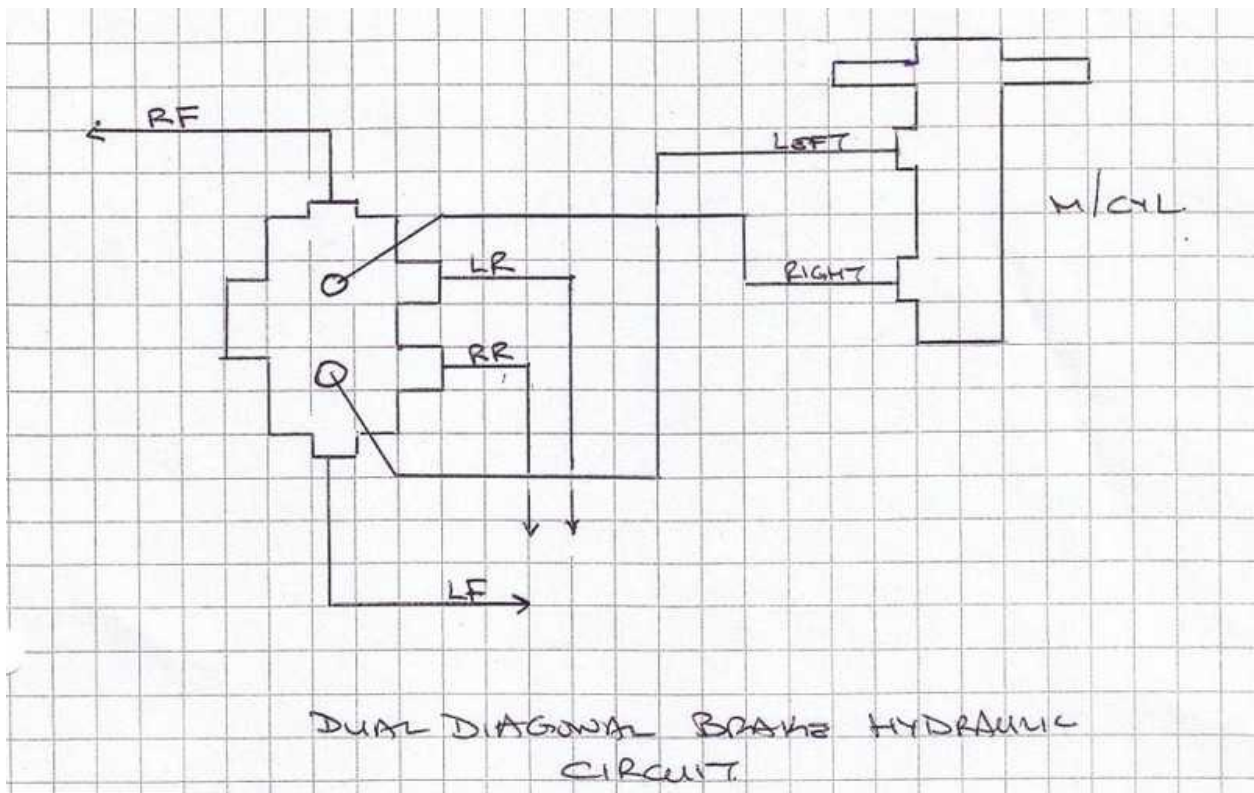
In discussing and commiserating with these present in Lotus spirit only and those (such as Sadik) with projects on the go, we agreed that the restoration and reconstruction of our cars involves at least 1001 details. Sadik mentioned that his Elite (type 14) had many variants of components over its short production life of 1050 or so cars. I was lamenting about brake hydraulics-wrestling and sourcing of parts from overseas which do always fit.

Malcolm Muir – Tin Top Tales

In addressing, the latter, my last article detailed the Girling vs. Nissan brake master cylinder triumph. Well it turned out to be a short victory and the bleeding process (assisted by my patient wife), yielded a mushy brake pedal without resolution. As the wheel cylinders are new and the calipers rebuilt, the culprit must be the proportioning valve (a questionable component at best, a North American idea for safety). At this point I had two choices; hard pipe the front and rear circuits to the master cylinder; or adapt a Mazda dual-diagonal master cylinder & valve (which was a future consideration on the rally car anyway). I opted for the dual diagonal circuit and have been working on the adaptation. A sketch of the system is included with this article, in case you are considering options for your car at some future date.



Malcolm Muir – Tin Top Tales



I was considering not making my annual Labour Day trek to Portland as I would be sans British car (third year running), but a conversation with my buddy Mark Viskov convinced me otherwise; I won't be able to attend the September 1 Club Lotus NW track day, but I will be attending and working the Columbia River Classic Historic Races at PIR. Hope to have some photos and words for you in the next Cam Journal.

Photos: Malcolm Muir

Malcolm Muir – Competition Notes

The 4th annual Columbia River Classic Historic Car races once again took place at Portland International Raceway in Portland Oregon this Labour Day Weekend. The weather was brilliant as always, sunny, some high cloud and temperatures in the high 20's and low 30's. This year saw over 185 entries, with a splitting of group 2 Small Bore Production into two grids, as there were over 70 cars registered.

There was a smaller Can-Am grid this year as there is always a higher cost in running these cars and there was a larger event earlier in the season, which took the priority. Nevertheless, there were a total of 8 Can-Am cars as well as Formula 5000, Formula B and sports racers in the Can-Am and exhibition group which made for entertaining racing.

Amongst all grids were a number of debuting cars including a Lotus 35 F-1 car with a 2.5 Litre Coventry-Climax engine, 1969 Piper 6TT coupe (looking a little like a miniature Lola T70), 1977 TOY SC206 German BMW powered Sports Racer and a pristine 1955 Austin-Healey 100-6.

Of the racing Lotus there were 2 Élan S3's, two 61M Formula Fords, two 51 Formula Fords and a 1965 Lotus-Cortina. There were also a number of Lotus powered cars, notably the Palliser/Winkelmann Formula B open-wheel cars. The programme ran a full schedule of racing Saturday, Sunday and Monday with practices and qualifying in the mornings and racing in the afternoons.

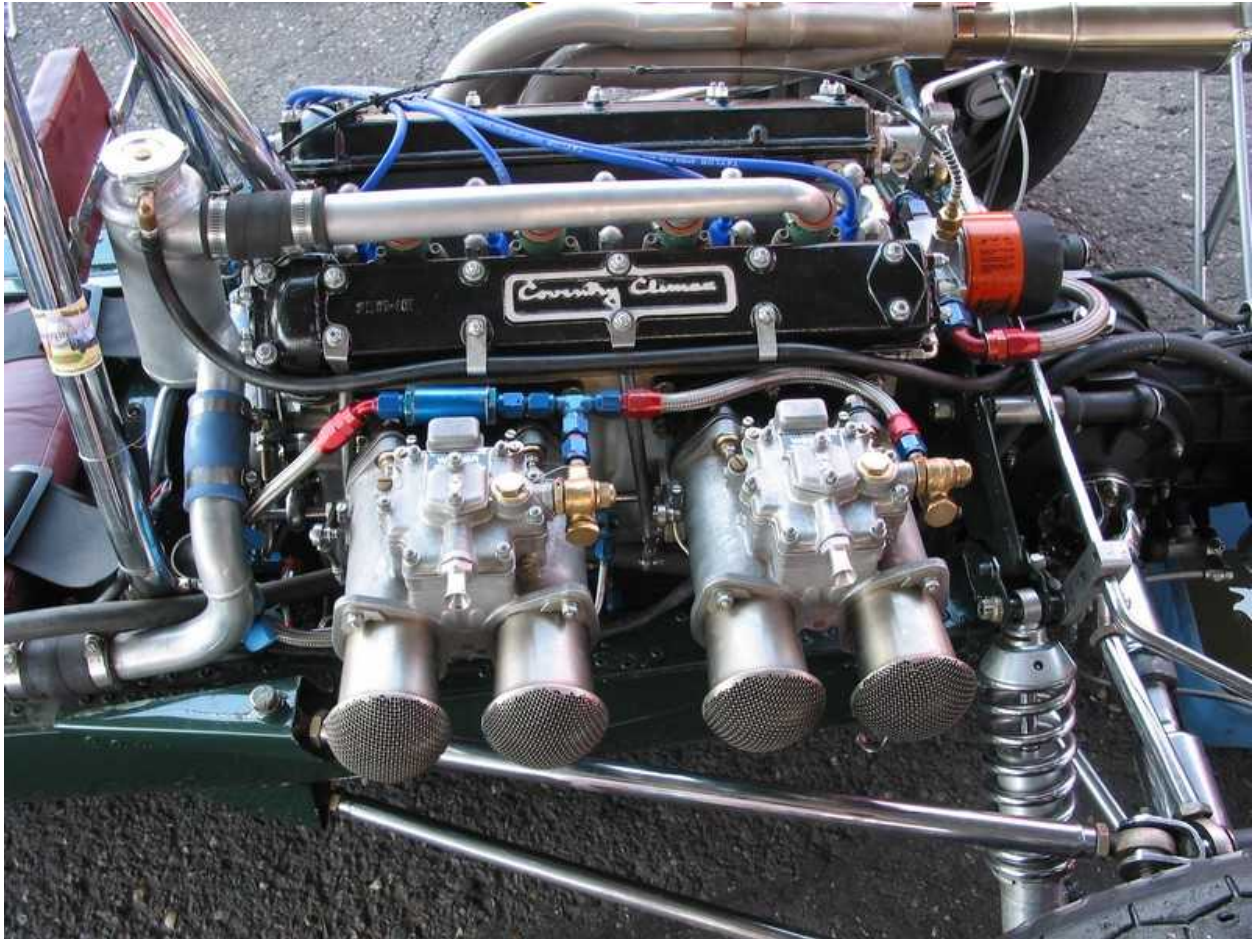
The next vintage race will be the fall finale September 23-24 at Pacific raceways in Kent, WA and the following event will be the Mayhill loops Hillclimb Sept. 30-oct. 1 in Goldendale, WA. See www.sovren.org for more details.

I was also speaking with John McCoy of Bellingham, WA who races a twin-Cam Escort and he asked me if our club would be interested in Renting Mission raceways for a track day sometime next spring. I will be talking about this over the next few months to see if there is enough interest to generate a 20-car group, as the cost to rent the track is \$2,500.00

In conjunction with the Columbia River Classic at PIR was the 30th annual All British field Meet with some 650 British cars of all marques. It was good to see Kevin Morooney with his Elite and Bob Wilson with his Europa S2 on the field. They offered the Giant slalom at the track over the lunch hour both Saturday and Sunday, did the static display on Saturday and had the swap meet on Sunday. I was able to find a beautiful reproduction wood-rimmed steering wheel similar to the Personal-type product as well as other assorted bits from private and commercial vendors.



Malcolm Muir – Competition Notes



Photos: Malcolm Muir

Lotus Car Club of British Columbia

Membership Application / Renewal Form

Application Type: (Please check one)	New: _____ \$40.00	Renewal: _____ \$35.00
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Name:	Spouse / Partner:
Address:	Res. Telephone:
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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: Lotus Car Club of British Columbia P.O. Box 125, 3456 Dunbar St. Vancouver, B.C. V6S 2C2
Signed:	