



cam journal

The Official Newsletter of the
Lotus Car Club of British Columbia



Lotus Car Club of British Columbia

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Advertising :

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

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

Jan 2, 2008 – Wednesday – 7:30PM	Feb 6, 2008 – Wednesday – 7:30PM	Mar 5, 2008 – Wednesday – 7:30PM
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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/

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.

LOTUS CAR CLUB OF BC

STATEMENT OF OPERATIONS 12 MONTHS NOVEMBER 2006 - OCTOBER 2007

	11/1/2006	OPENING CASH	\$1,667.51
INCOME:			
MEMBERSHIP	28	\$1,015.00	
MISC. - Merchandise		0.00	
US EXCHANGE		0.00	
ADVERTISING		0.00	
INTEREST		1.05	
TOTAL INCOME		\$1,016.05	
EXPENSES:			
CAM JOURNAL		\$153.50	
ASSOCIATION DUES		0.00	
GENERAL EXPENSES		25.00	
INSURANCE		0.00	
MAILBOX		125.08	
OTHER		0.00	
TOTAL EXPENSES		(\$303.58)	
NET INCOME(LOSS)			\$712.47
	10/31/2007	CLOSING CASH	\$2,379.98

NOTES:

1. Accounting is done on a cash basis, therefore there are no accruals.
2. The club has no assets except the member's equity (cash).
3. This statement is prepared by the Treasurer and is not audited.

APPROVED BY THE DIRECTORS:

_____ TITLE _____

_____ TITLE _____

Calendar by Malcolm Muir

JANUARY

- 1 New Year's Day
- 2 Monthly Meeting 7:30 PM
- 5-20 Dakar Rally
www.dakar.com
- 21 Martin Luther King Day (USA)

FEBRUARY

- 6 Monthly Meeting 7:30 PM
- 7 Chinese New Year - Rat
- 14 Valentine's Day
- 15 Flag Day (CA)
- 18 Family Day (AB)
- 18 President's Day (USA)
- 22 Washington's Birthday (USA)
- 29 Leap Day
- 29 Cam Journal Deadline Submission
March-April Issue

MARCH

- 5 Monthly Meeting 7:30 PM
- 9 Daylight Savings Time Begins
- 10 Commonwealth Day (CA)
- 14-16 FIA Australian Grand Prix F1
Albert Park Melbourne
- 17 St. Patrick's Day
- 21 Good Friday
- 23 Easter Sunday
- 21-23 FIA Malaysian Grand Prix F1
Sepang International Circuit
- 29-30 Driver Training (Tentative)
Mission Raceways
www.sccbc.net
- 29-30 British Touring Car Championship
Brands Hatch

APRIL

- 2 Monthly Meeting 7:30 PM
- 4-6 FIA Bahrain Grand Prix F1
Bahrain International Circuit
- 12-13 British Touring Car Championship
Rockingham, Northamptonshire
- 18-20 Defrost Kick-off Vintage Car Races
Pacific Raceways, Kent, WA
www.sovren.org
- 25-27 FIA Spanish Grand Prix F1
Circuit de Catalunya, Barcelona

MAY

- 2 Cam Journal Deadline Submission
May-June Issue
- 3-4 British Touring Car Championship
Donington Park
- 3-10 One Lap of America Challenge
www.onelapofamerica.com
- 7 Monthly Meeting 7:30 PM
- 11 Mother's Day
- 9-11 FIA Turkish Grand Prix F1
Istanbul Park
- 16-18 Knox Mountain Hillclimb
Kelowna, BC
www.knoxmtnhillclimb.ca
- 17 All British Field Meet
Van Dusen Gardens, Vancouver, BC
- 17-18 British Touring Car Championship
Thruxton
- 17-18 SOVREN Spring Sprints
Pacific Raceways, Kent, WA
- 19 Colin Chapman's Birthday (1928)
- 19 Victoria Day (CA)
- 22-25 FIA Monaco Grand Prix F1
Circuit de Monaco, Monte Carlo
- 26 Memorial Day (USA)
Circuit de Monaco, Monte Carlo
- 26 Memorial Day (USA)
- 31 British Touring Car Championship
Croft

JUNE

- 1 British Touring Car Championship
Croft
- 4 Monthly Meeting 7:30 PM
- 6-8 FIA Canadian Grand Prix
Circuit Gilles Villeneuve, Montreal
- 14 Flag Day (USA)
- 14-15 SOVREN Maryhill Loops Hillclimb
Goldendale, WA
- 22 FIA French Grand Prix F1
Circuit de Nevers Magny-Cours
- 27 Cam Journal Deadline Submission
July-August Issue



Calendar by Malcolm Muir

JULY

- 1 Canada Day
- 2 Monthly Meeting 7:30 PM
- 4 Independence Day (USA)
- 4-6 Pacific Northwest Historic Races
Pacific Raceways, Kent, WA
- 6 FIA British Grand Prix F1
Silverstone Circuit
- 12-13 Portland Historic Races
Portland International Raceway
- 12-13 British Touring Car Championship
Snetterton
- 20 FIA German Grand Prix F1
Hockenheimring
- 26-27 British Touring Car Championship
Oulton Park

AUGUST

- 1-3 FIA Hungarian Grand Prix F1
Hingaroring, Budapest
- 4 BC Day
- 6 Monthly Meeting 7:30 PM
- 16-17 British Touring Car Championship
Oulton Park
- 22-24 FIA European Grand Prix F1
Valencia Street Circuit, Spain
- 29 Cam Journal Deadline Submission
September-October Issue
- 30-31 Columbia River Classic Races
Portland International Raceway
- 30-31 All British Field Meet
Portland International Raceway
www.abfm-pdx.com
- 30-31 British Touring Car Championship
Silverstone



SEPTEMBER

- 1 Columbia River Classic Races
Portland International Raceway
- 1 Labour Day
- 3 Monthly Meeting 7:30 PM
- 7 All British Picnic
- 5-7 FIA Belgium Grand Prix F1
Circuit de Spa-Francorchamps
Hougan Park, Abbotsford
- 11 Patriot Day (USA)
- 12-14 FIA Italian Grand Prix F1
Autodromo Nazionale Monza
- 20-21 Fall Finale VRC/SOVREN
Pacific Raceways, Kent, WA
- 20-21 British Touring Car Championship
Silverstone
- 26-28 FIA Singapore Grand Prix F1
Singapore Street Circuit

OCTOBER

- 1 Monthly Meeting 7:30 PM
- 10-12 FIA Japanese Grand Prix F1
Fuji Speedway, Oyama
- 13 Thanksgiving (CA)
- 13 Columbus Day (USA)
- 17-19 FIA Chinese Grand Prix F1
Shanghai International Circuit
- 31 Halloween
- 31 Cam Journal Deadline Submission
November-December Issue
- 31 FIA Brazilian Grand Prix F1
Autodromo Jose Carlos Pace

NOVEMBER

- 2 Daylight Savings Time Ends
- 1-2 FIA Brazilian Grand Prix F1
Autodromo Jose Carlos Pace
- 5 Annual General Meeting 7:30 PM
- 5 Guy Fawkes Day (GB)
- 11 Remembrance Day (CA)
- 11 Veteran's Day (USA)
- 27 Thanksgiving USA

DECEMBER

- TBA Club Christmas Party
- 25 Christmas Day
- 26 Boxing Day

Dave Rush – Europa S2 & Elan M100 – President's Point of View

We are pleased to present Ian with the Bruce Patrick Award for the outstanding contribution to our club he made in creating and currently editing our new digital Cam Journal. We were doing the cut-paste-photocopy Cam Journal until Ian had enough and went to work creating what you are reading. We still mail out hard copies to the other clubs on a reciprocal basis but all the club members not get your full color E-copy thanks to Ian. Well done. Now that the new year has clicked over, it's membership renewal time so get the cheque off to Kevin.

The annual Christmas Party was held this year at the Rush home along with the JPEG club and our side was represented by 11 members. A model Ferrari 250 California door prize was donated by the Solomons and won by Aidan Sattler. Aidan's dad and expert model maker Mike is sure to lend guidance to it's assembly.

2007 was a good year for club memberships, having added several members with mid-engined cars, Philip de Freitas, Tom Williams, and Paul Reid.

I had the chance to drive a friend's Ford Model A recently and was very surprised at the amount of work and thought it took to drive. Between no synchros, manual advance and human arm turn signals, there was always a lot going on. If I ever mastered those controls, there was a car/choke adjustment to fiddle with on the fly. The car was almost 80 years old and I am afraid it was starting to show it's age. Almost every car has a weakness and in the case of a Model A, it is the shocks. I have to admit that it was fun to drive and now there is a Ford that I would consider owning.

We all know about Weissach's customer drives and I came upon their E-mailing list and sent out a nice 2 sentence greeting and a couple of copies of our Cam Journal to about 35 addresses. I got back 1 response. There are always positives and negatives and the negative is obvious. The positive is that the other 34 recipients are not interested in all things Lotus and will be moving on to Audis, Saabs or whatever the the Automake-flavour-of-the-year is when the lease runs out. Mike Sattler seems to be calling time frame perfectly for lots of a new Lotus model in the club at 4 years after introduction. I will be standing in line for a depreciated out-of-warranty Elise in a couple of years.

Malcolm has a new project car that may make a case for a manually over-riden auto transmission. His XR4ti started as a 5 speed got converted to an auto, then reconverted to a 5 speed.

Dean got a very nice 911sc and is thinking of purging the car of the a/c. This is quite easy which got me thinking how tough it would be to do this in new cars which are deeply infested with a/c.

Wax the bottom of skis, top of cars – Dave

Our reluctant Editor and Bruce Patrick Award recipient, Ian Green. (right, yours truly left)



Ian Green – Elise 111R – Editor's Expletive

I wanted to write a tribute to Colin Chapman, on the the 25th anniversary of his death, December 16, 1982. However after thinking more about it, the thought seemed pointless, as hundreds of writers have already written their interpretations of his life. But just to throw more fuel on the fire, here's a classic BBC documentary from the late nineties. <http://tinyurl.com/ytnp69>



Photo; <http://tinyurl.com/2mrra5>

Ian Green – Elise 111R – Editor's Expletive

I hope everyone had a peaceful Merry Christmas and a decadent Happy New Year's. I must honestly say that I was quite surprised and secretly pleased that I was presented with the annual Bruce Patrick award at the Christmas dinner. Thank you all very much. It meant a lot to me, I was very impressed. Personally, I don't think I deserve it. The reality is that this is all Dave's fault for convincing me to join the club. Anyway, it's been fun and I will continue doing this Editor thing for another 6 issues. After that...? But... please write something. Send me some pictures. Without YOU... The Cam Journal will not exist.

I wish they still advertised cars like this.. A convertible, a blonde, a shotgun... what more could any man want?



One of my favourite pictures... Adorable.



Ian Green – Elise 111R – Editor's Expletive

Some photos of the Club's Christmas dinner at Dave's house. And you will find a couple others on the Calendar pages. Thank you, Dave and Heather.



Ian Green – Elise 111R – Editor's Expletive

Why am I reminded of the Spice Girls looking at this picture?



What Lotus is this?



<http://www.simpleevens.org/clairmonte/index.htm>

<http://www.historiclotusregister.co.uk/thecars/harveyross.htm>

David Ellis – Seven – Letter from Oz; Getting Started....

We've been here in the land of Oz for just over for just over a month now, mostly in Melbourne where we have been fortunate to sub-let a lovely flat just a short block from the beach in ace Port Melbourne. Was meant to be as the guy in the next parking spot has a black Elise! We are located close enough to the Grand Prix circuit to hear it, and I've renewed my experience by cycling it this time. I've been busy getting my feet wet in the motoring scene here, which is lively and varied, and seems to be more visible than in BC.

First just a word about Melbourne itself. It's a marvelous mix of heritage buildings and extremely progressive and modern ones, and with the Yarra River running right through the city centre, most attractive. Street life abounds as there are thousands and thousands of cafés, coffee shops, restaurant and bars spilling out onto the wide sidewalks with seats and tables under shaded awnings; and they don't seem to suffer from ludicrous bylaws concerning alcohol, as one can have a drink at any time of the day while sitting outside. But by far the most impressive aspect is the transportation system: an inner-city connecting web of trams, trains, LRT; always at hand always, takes you to exactly where you want to go and inexpensive, one ticket fits all. Ergo, at least in the city and its inner areas, there is very little traffic, it's polite, no horns sound and cycling is relatively safe. And Gordon Campbell and Kevin Falcon want to build more freeways and bridges to ease the gridlock – they must be off their collective rockers! One trip here would teach them so much.

Right...to motoring. I started off by calling David Cohen, whom I have known for a number of years, but latterly much better as a member of a monthly Vancouver breakfast group organized by Rob Follows. Mostly these gentlemen are far more wealthy and eminent men than I, but I got invited to join due to my UK VSCC membership, and connections with my Frazer Nash-owning brother. DC is down here for 4 months doing the grandparent thing, so I called him up and went on the train to meet him for brunch. He turned up in a little white 4 door Honda sedan – the first time I'd seen him driving was in his GT40 at Laguna Seca! He's having a 3 litre Bentley rebuilt from a scrapper here and currently it's 6 months behind and waaay over budget – hmmm, never heard that before!

The Caterham, just back from a hill climb;



David Ellis – Seven – Letter from Oz; Getting Started....

Next week when I get back I'm going out for a viewing with him. After brunch he took me to a nice showroom/workshop where they are Aston specialists and had lots being refurbished. But they were also creating replica lightweight Zagatos on DBS chassis. They had one in the shop and it really was exquisite; David says they're a bit wider than the originals, but I couldn't tell. I suppose it's a real Aston, who knows any more? Anyone who knows me knows my hard-line feelings about recreations, continuations and replicas so I'm not too sure whether I was impressed or not! The shop also had a Caterham sign outside so I think they must be a dealer, but none to be seen.

Next good spot for me was being told about a Seven being worked on near our flat. A short investigative walk turned up a small garage doing work on a lovely yellow mid-90s Caterham with a K series engine. The owner had apparently fried some oil seals, as has happened to those engines in all the MG TFs around here – rear-mounted of course and with inadequate cooling in the back in this climate. BTW the garage-owner was a friendly Seth Efrican bloke who had spent much time in Vancouver in years gone by working in the pulp and paper industry – loved it; but when I told him it was 3 degrees and pouring there we agreed we were better off where we were!

We are currently in Sydney for a week, and within 2 hours of landing I was driving a Catherham!! It so happens that brother-in-law lives just around the corner from the premier Lotus workshop in New South Wales, maybe in Australia! I'd been there before a couple of times and had been introduced to the owner, Bruce Mansell, who is extremely friendly and happy to chat and show off the cars in there. This time I was able to tell him that I now had my own Seven, and a real one at that.

Mr. Lotus Sydney; Bruce Mansell, charming bloke;



David Ellis – Seven – Letter from Oz; Getting Started....

He had just acquired, from his brother-in-law, a lovely 1978 Caterham Series 3 - with a Twin Cam in the front. Without a moment's hesitation Bruce chucked us the keys and told us to take it out for a spin. Most unfortunately it started to rain as we emerged from the garage - but it's hot rain down here!! So getting wet wasn't a problem, but taking charge of someone else's lovely Seven with 130bhp on tap in the rain definitely was. The car only had 27 thousand original miles on it, and felt beautifully tight on the road; a couple of additional chassis tubes, nine more years of development and low miles meant it felt a quite bit different to my '69 Series 3, more solid and less skittish. Due to the rain, and driving in hilly residential areas I could only give it a respectful bootful on a couple of occasions, and my word!... that was quite a different experience from my wee 84bhp Crossflow. Pictures of it herewith, Bruce Mansell aboard. Helluva nice car - yours for \$A40K!

After we got back we nosed around the rest of the workshop. Under one cover we found the Jochen Rindt Winkelman Brabham BT19 (I think) Formula 2 car that he'd won the pointscore in – exquisite. Yours for \$A250K! Under the next cover was a Lotus 23B (still with lovely red seats) that had won many championships down here. And under the next a full-house racing Morgan. In the next bay sat an old Singer undergoing restoration. And across the other side a delicious little Costin Nathan Spider having new fiberglass panels made for it (no, I didn't know what it was either). And in the next bay a gorgeous little Brabham BT21 undergoing a complete restoration, the full treatment, absolutely as new, a pleasure to behold.

First and foremost Bruce is a Lotus man, races an (original) Elite, and specializes in rebuilding these. The last time I was here, 3 years ago, he'd just finished a complete rebuild of one: as new, gorgeous. I remember him telling me that the only bits that they could not source any longer are the little chrome (s.s?) front over-riders and intake surround. So they make them in fiberglass and paint them silver. To me, that was the only blur on a total top-to-bottom rebuild, right down to the original dash, skinny wood wheel and tiny gearlever. Right now he has two Elite bodies in circular cages so that they can be rolled around as they are re-glassed and strengthened – clever. He says that there are original 8 Elites now in Sydney, 3 of them racers. Sorry but I didn't have my camera in the workshop, maybe I'll get some pics into Ian's next edition; only got a shot of the Caterham as Bruce stopped by yesterday.

The Amaroo, ...hmmmm;



David Ellis – Seven – Letter from Oz; Getting Started....

And so to the Amaroo....Bro-in-law Geoff visited Vancouver last Christmas and returned to Oz with the idea of buying a Seven. To cut a long story short, he ended up a few months ago with an Amaroo. This is one of a multitude of Seven knock-offs, these were made here in Oz, though not any longer. This one's a mid 90's creation, seems to have the fiberglass body-sides and rear wings bonded to the chassis as one big piece. The engine and gearbox is from an Isuzu 1600 cc, but this one runs on LPG. There's a huge tank in the rear under the tonneau - and no other space at all; at least I can get a couple of overnight bags into mine. From the looks of things there's no top or sidescreens - v. sensible as this is Australia – fair-weather motoring and all that, nice. Upon examination just about everything in or on the car seemed to be much heavier and more meaty than mine, would be interesting to know what it weighs. Nice interior though: longer chassis, nice padded dashboard and reclined seats, carpets too, and a very nasty cranked gearlever to the selector by the driver's left knee. But a lovely vertical handbrake on the passenger's side of the tunnel, a hundred times better than Chapman's horizontal horror on my car.

Cockpit of the Amaroo, much less stark than a Seven;



As Geoff is family I had to bite my tongue at the thought of actually having to be seen in this device; however I lowered myself the passenger seat, (hopefully without the neighbours looking) and spent the next 10 minutes struggling with a recalcitrant seatbelt, which was a portent of things to come!! Contact, ignition, fire, engine starts, muffled noise, sort of wheezy; horrible graunching into 2nd as 1st just isn't willing, off we go.... car stable, feels heavy-footed after mine, engine seems to lack any sense of urgency, not even a decent exhaust note, much clutch pumping to get into any starting gear. Altogether a rather underwhelming experience. Didn't drive it, declined the offer!

David Ellis – Seven – Letter from Oz; Getting Started....

Last stop in this story was to a family chum who is a big Bristol man (don't even go there boys!). He had two lovely 400 sedans, 1949 models I think. He took me out for a short ride in one, big straight 6, lovely Jaguar kind of exhaust note, he could change gear with one finger, and the look and smell of the wood/leather/cloth interior reminded me of my mother's old Rovers. Bristols are rather lovely cars, they must have been very advanced in their day. Also in his garage was a replica LeMans Replica Frazer Nash, again beautifully done and painstakingly put together, the accompanying photo was the best angle I could get, apologies. He also had a nice Lancia in another garage apparently but I didn't see that.

On the horizon (the weekend before the Grand Prix actually) is the big Historic race meeting down at Philip Island, some hours drive south from Melbourne. Huge entry, 300 plus cars, some brought down from the US. Plans to attend that are afoot as we speak.

Bristol 400 sedan, classy motor car;



The replica Fraser Nash LeMans Rep;



That's it from your humble Oz correspondent for this issue. It just remains to wish you all a happy and healthy New Year.

Photos; David Ellis

Mike Boyle – Esprit V8 & Europa TC – Hit & Misc.

This being the low season for actual Lotus driving, here are a few semi-random, but Lotus related, thoughts.

I was thinking back to the as-new prices of some of the “classic” Lotus and wondering how they really compare to current new car prices. I have a hazy recollection, roughly corroborated by old *Road & Track* tests, that a new 1972 Europa Twin Cam cost about \$6,500 - which at the time seemed an impossible figure to an 18 year old university student. However, updating at the Bank of Canada inflation calculator www.bankofcanada.ca/en/rates/inflation_calc.html revealed that \$6,500 in November 1972 equates to \$32,600 in November 2007. This is almost exactly one-half of the cost of a new Elise.

I know that current car prices include such frippery as airbags, ABS, immobilizers, etc., but it still begs the question of whether an Elise is twice as much car as a Europa. I will defer to our esteemed Editor as having the best perspective on that question, as well as the opportunity to contradict me in print, but I suspect that his answer would be “The Elise is quicker, better built, and more reliable but for half the price - give me back my skateboard!”. Comments, Ian ?

While playing with the inflation calculator, I also checked my recollection of paying about \$6,200 for my Europa in 1977. That works out to \$19,990 today. I think that is slightly beyond the upper range of what my car would fetch now but it is close to holding its value over thirty years. As an investment, it has been clearly worse than Microsoft, better than Nortel, and a hell of a lot more fun than either.

On a different topic, I was very pleasantly surprised to find a new Europa wiring harness under the Christmas tree this year. Thanks to a short, blonde Santa (who will eventually read this), it should help the car to be running better this spring.

Talking of spring, the car show season is not too far off. I have recently become involved with a second car club - Langley Area Mostly British or LAMB - who will be hosting their third annual St. George’s Day show in Fort Langley on April 20th. This show is much smaller than VanDusen, but it does have a good variety of British makes such as Lotus, TVR, Aston Martin, etc. in addition to the usual run of MGs and Triumphs. Entries are likely to be capped at 60 cars this year and I will try to get entry information for the next Cam Journal in case anyone is interested.



Ian Green – Elise 111R – Brigit vs Skateboard vs Blue Ramblings

Mike, the inflation thing re 1972 versus today is sort of a pointless argument in my mind. In 1975, I could have driven a new Europa TCS. Another film company which also owned a leasing company was trying to recruit me. They offered as a “company car”, a 1974 Europa TCS at \$7500, creatively financed through the business. I turned the offer down and stayed where I was. The new business went belly up a year later. In 1978, I bought a new VW Scirocco for \$8000 and regretted the purchase immediately. At the time, I owned three cars; a VW Beetle on its last legs, the Scirocco and an Europa S2. I paid \$2000 for that seven year old Europa. The Beetle died, dropped a valve and a piston made a new hole in the crankcase. The Scirocco actually had two heaters, unfortunately one of them was the fuse panel. Going back further to 1972, my VW Beetle cost \$3000, further back to 1965, an Austin Mini was \$1200. An abused Europa S1 in Toronto in 1969 sat at a Ford dealership listed at \$2000. I bought a 1970 Citroen DS for \$2500 in 1970. Why didn't I buy the Europa? It snows in Toronto and Montreal. \$1200 for a Mini in 1965 equates to \$7000 today according to the calculations. Today; \$15,500 for the cheapest City Golf. A bargain. Maybe inflation formulas are correct for apples and eggs, but not automobiles and salaries. I know for a fact that my salary has not increased by 27% since 1995. Far from it.

Elise versus Europa? Complicated question. The Elise works every time I turn the key and press the button. Is that enough to make one want an Elise over the Europa? No. It pained me to give up on the Europas, something I still regret. Wish I still had Skateboard (my Europa TCS). Also wish I still owned the Europa S1 (which was never named, but was likely destined to be painted Wedgewood Blue). I never got the chance to drive the S1, however I can compare it to the early Europa S2 (Bitch2, sorry). Would I give up the Elise to get back the two Europas? Hmm, let's not go down that road. Instead, let's compare the Elise to the TCS to the S2.

The Elise is like an Europa S2 but with more power. There's that overused phrase “it's like an extension of your body”. The S2 was most definitely that. It was intuitive. I have NEVER been in a car, before or after, that was so capable of reading my mind and reacting without doubt, without complaining. The S2 did what I asked and seemed to enjoy being a ballerina, dancing around on her small toes, leaping from one curve to the next, never losing her balance or grace. 1350LB / 80BHP = 16.8:1

Skateboard? The TCS. First, some history. This TCS was from California, built by a respected ex-racer/mechanic for his wife. She named it Skateboard. It was steak tartar, a bad boy with an attitude problem. It obviously had a chip on its shoulder and would bite you when you least expected it. The car was extremely skittish, both hands needed to keep it straight. So much air was under the front, that at speeds over 60mph, I felt I had zero steering. I got the feeling that I was looking at the sky more than actually looking at the road. I tried to tame it with the upgrade to firmer AVO springs and shocks. Lowered the nose by 2” and raised the rear by 1/2”. Now I could see the road, and the car was steerable. This was more butch than the S2, definitely not a ballerina, this was a bad rock & roller. Jerry Lee Lewis banging on a piano with his feet. I needed to be very careful with Skateboard, otherwise the rear end would break loose when I wasn't paying attention. The motor was incredibly strong, the previous owner knew what he was doing. 7500RPM on an old TC block. Incredible. 1550LB / 120BHP = 12.9:1

Brigit, the Elise? I hate to say it, but in some ways, the Elise is boring compared to Skateboard. Brigit does everything that you request, with no ill feelings. She's not a ballerina, nor a R&R star. Disco? Naw. Country Western? God help me. Nope. What could I compare her to? Joni Mitchell? Diana Krall? Marianne Faithfull? Some blend of maybe those three artists would be perfect. As different as they are, each of them have character, experience and a history of being precisely on the mark. 2000LB / 190BHP = 10.5:1

The Elise is a Toyota with a tendency to prove it's not a Toyota. Confused? The car is schizoid. Jekyll and Hyde. Drive it with a gentle foot, it's a Corolla. Hold the pedal down and it screams. But it's controllable, like a dimmer switch. The more you request, the more it offers. It's entirely up to the driver. Putt-putt to work in traffic, no problem. Find the elusive tightening sweeper and you find yourself accelerating through the corner at a rate of speed that would be unthinkable in almost any other car. The Elise simply does what you request. An S2 Europa would be similar but at a lower speed. Skateboard would be a handful, and you would be lucky if you came out of it pointing in the right direction. The Elise is tamed, refined and active, in that it reads the corner before you commit. Skateboard was raw, unrefined, and reactive, like a teenager rebelling against society. I miss him.

Lastly, my plan for the Europa S1 (before I sold it, dumb), was for it to be a gymnast. A powerful heart, great stamina and very light. Some day I hope to have a second chance, but I need more garage space and time. 1200LB / 200BHP = 6:1

So why do we do it, why do we restore these cars & what possessed me to do another one, especially seeing as this one was such a mess.

This is a bit of an account of the 1970 +2S which, when I started writing this was nearing rebuild completion, just prior to Van Dusen 2007. Every car has a story....!

I started off this project by mistake.. I went with a friend to have a look at a beautifully restored Lagonda. It was what I expected, absolutely fabulous. At the same time I was shown the Lagonda owners' current project. He had a restored Lotus chassis complete with rebuilt big valve motor, gear box, rebuilt diff, and was working on putting the suspension together. It looked pretty good. Hanging above this clean chassis was the most forlorn mess I'd ever seen, the +2S body. It was painted primarily canary yellow, with a coat of red showing here and there all over the place. It was cracked at the mid points of each fender arch and had a really rude partial repair, probably just to hold it together, over the left hand rear wheel well. The window glass was in, sort of, the interior was 85% stripped out with torn headliner, rotting carpet, dust and garbage all over the place. It should have been probably been scrapped and "some other" kind of body fitted to the chassis. I thought, boy, this guy has his work cut out if he ever wants to get this on the road. I was told though, that "all" of the parts were there. Ya right, I've seen these sort of projects, in this state before, usually taking up space in the corner of a garage because there is just too much work to return them back into cars. I was also told that the current owner was the second one to have a go at rebuilding this one. It has sat in a guys driveway, in the open, had the body removed and left in the open, and had "all the parts" boxed up. Interesting.

I thought no more about this car until about six months later when returning from one of my business trips (I spend way more time away from Vancouver than in the city), I was told the Lotus owner had just bought another Big Dollar Car and had to get rid of the Lotus to make room for it, immediately. Was I interested...? I've always been curious and thought I might have a look at it to see how far he had come with the project. Bad move. I went over and it didn't appear to be much further than the last time. The only difference was that the body was now dropped down onto the chassis and loosely bolted in place. It probably looked worse down on the chassis than hanging off the rafters.



The owner had had enough, was totally focused on his new purchase and just wanted it gone. He caught me at a weak moment, especially when he told me what he wanted for it. The price was low, I had money in the bank, pulled out my check book and did the deed. I wasn't sure if I was excited or not. I hadn't even seen any of the boxes of stuff, the bulk of the interior, the old bits, the new bits, nothing. I sort of understood that most of the stuff was there and it should just be a matter of getting the body done up and putting everything back together. Oh boy, another dumb presumption.

At this stage of my life I was renting a suite from a friend (marital break up) and had half my possessions stored in a locker, so I had no room for any stupid new projects and didn't really have enough space even for my current pile of junk. My locker, complete with mezzanine (its amazing what you can jam into a 12' x 22' x 10' high space) contained my Mini and my TR3, plus years of accumulated car parts, not to mention heaps of junk belonging to my kids (not actually kids, really young adults). It was full. I was also spending so much time out of the country I knew I needed to store it somewhere for a bit until I formulated a plan of what to do next. So in one foul swoop, I sold my current set of wheels, put the Mini on the road, and put the TR3 into a beautiful heated storage in the British Properties. The TR3 was now living the best life it probably ever had. The Lotus went into the storage locker. It was necessary to move both the Mini & TR3 because the Lotus was longer than the TR3 and wouldn't fit in the space previously occupied by my other two.

About six months passed as I continued to live partly overseas, and didn't have any time to sort out anything. Eventually I managed to stay in town long enough to organize the start of the body restoration. Remember the rule of anything car related taking three times longer and two to four times the cost. It was just about to begin. I had my TR3 repainted about two years earlier and figured this Lotus should cost me about 1-1/2 times that cost, only because it was a bit more area. Wrong. I also figured that even if the shop went slow, it should take about three months, I mean after all it was fiberglass and wouldn't need any metal replacement. Wrong. The cost ended up being close to 3 times my estimate, which explains why the shop couldn't or wouldn't give me an estimate. The time took close to 10 months. In hindsight this is a good thing. The body/painter man was the same guy who painted my TR3 and I do have to give him credit for a great job. He is a very artistic fellow, and with all due respect, has an artist's temperament. He got totally into the car. Did all sorts of research on the internet, hung pictures of +2S's all over the paint booth, and basically started off telling me he wanted to grind off everything right down to the glass.....OK. Now as a bit of warning to anyone who hasn't gone through this process yet, if you want a really good 100% job this is the way to go, but, you'd better be prepared to be scared in what you might see and with what is going to come out of your wallet. This car, had been hit everywhere. The underside of the nose had (poor) repairs all over the place as it must have been run over parking curbs numerous times, each wheel arch had severe cracks (ok the body was positively broken into segments held together by rough previous repairs or the gel coat). The rear wheel arches had globs of bondo the size of bananas stuck to the body, and these simply fell off when the paint was removed. The rear end had been hit pretty hard, at least once and the rear bumper had been repaired so poorly that everything was totally crooked. The shop made me buy a new bumper so they could rebuild the back end to match the bumper. Eventually this was all put back into a relatively proportioned shape. The roof, and doors were the only bits which required a light skim. The body man while blending the components together, fitted, took apart, re-fitted, took apart, re-fitted, took apart all the bits & pieces numerous times to make sure everything fitted with even gaps. Eventually the body was covered with a complete layer of skim cloth and over a long period blended smooth with a marginal amount of filler. In hindsight this was a really good thing. If you know much about fiberglass, you will know that it cures and continues to cure for years. The longer you can leave it between layers of glass and skim coats the better the cure and the least amount of distortion you stand to get in later years (hopefully). I spent lots of time and the body man's patience while I selected the paint colour. Over a period of time I had about a dozen colour swabs (sheets of paper about 4" x 8" painted and I laid them over the curves of the body to look at the effect in different lights and different angles. I chose a highly silver metal flake light blue because this was "similar" to a Lotus colour and I believe this body shape required more of a classic colour as opposed to a sporty, brassy colour. My car, my call. Just before bringing it home, I had it sent over to an upholster to have the new headliner installed (not my area and I didn't want to screw this up), and had the windows installed. By the way, it took me 8 months to locate a new front window and cost \$600.00. True to fashion, as soon as I had sourced the front windscreen glass and a lot of the "never to be found parts" I was offered a body shell complete with perfect glass. Typical. Eventually the body was done, and because I was still in kind of temporary digs, I had it brought to my friends garage. This for me was kind of the end of stage 1.

Photos; Bryan Wicks



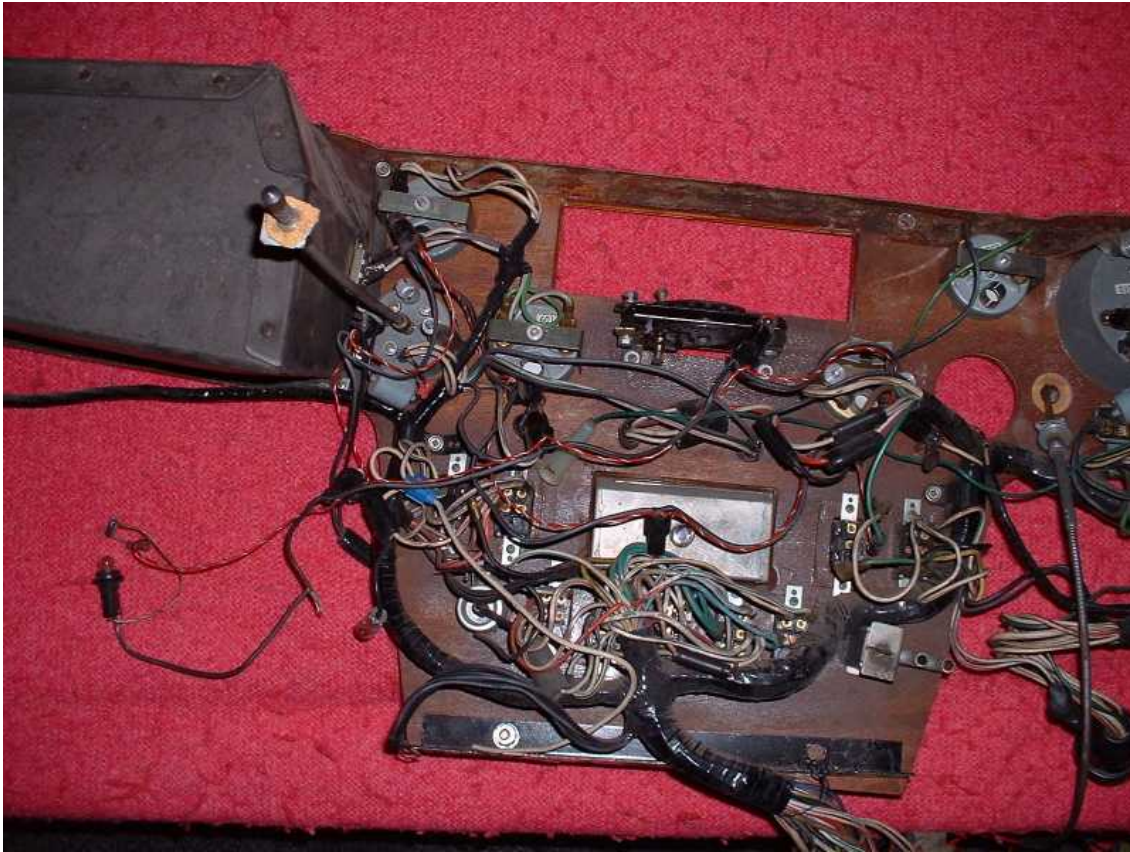
While at my friends house, I slowly (still working about 50% of my time out of town) cleaned out the interior, fiberglass reinforced some weak areas, installed door handles (after making up some of the linkages and scrounging clips) and a few bits & pieces which would allow me to move the car about without having to have masking tape holding everything together. I sorted out the light vacuum pods, having to fiberglass the bodies which were pretty much turning to Swiss cheese and, tried to figure out what all the strange bits & pieces in the boxes were.



Eventually I realized there were parts from other cars included in the stuff and I then went through an elimination process to see if I could determine what might be missing. Around this time I started the on-going process of ordering missing parts. I was buying from Christopher Neil & Paul Matty out of the UK while paying ridiculous DHL shipping & customs charges, sometimes the freight & customs were more expensive than the parts. I also tried to find items on the internet (not much luck for +2S's), and picked up some items from Dave Bean in California. During this time period, over about 1/2 year I also started to dismantle the dash & get ready to clean & re-install all the gages, switches & lamps into a new dash. I labeled all the old wires and took what I thought was adequate pictures. You never take enough and the one view which you need to see later, just doesn't exist.

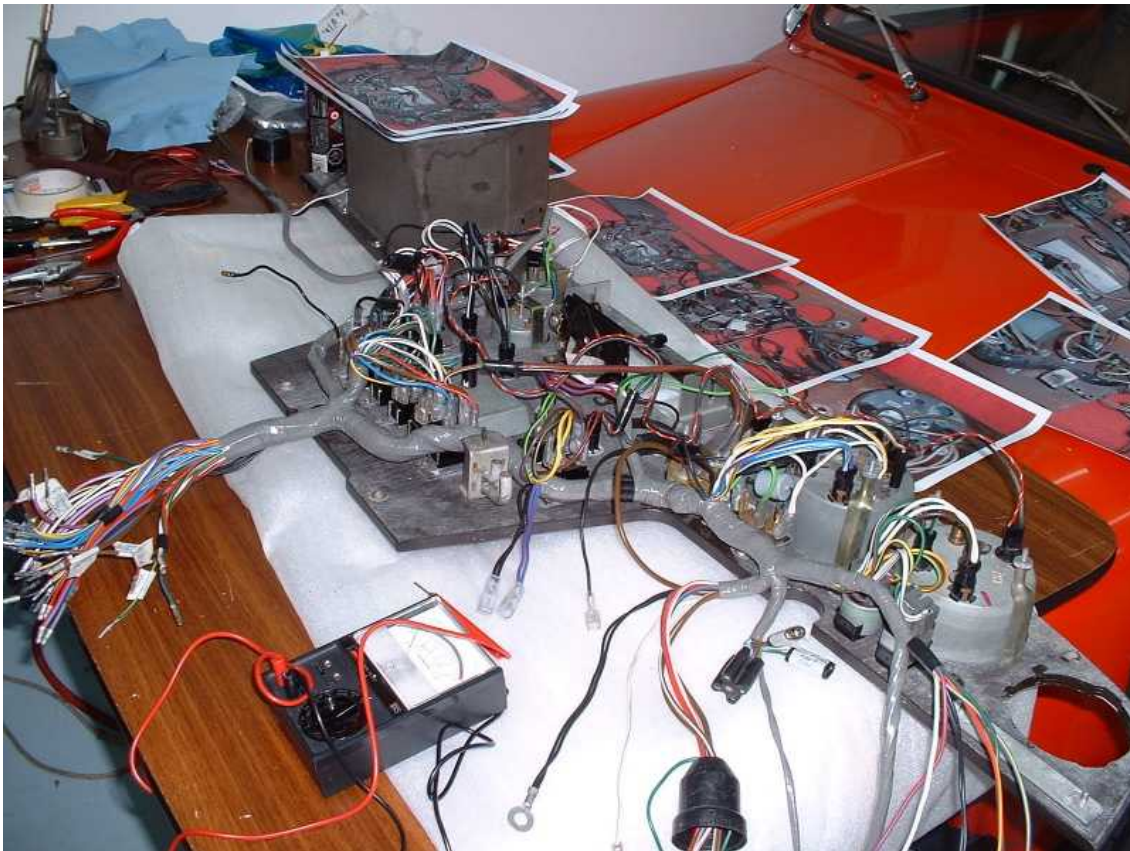
Next I bought a house in Burnaby, put the Mini into storage in a friends carport and bought a really bad old Chev S10 pick-up in preparation to do house renovations. The place I bought, although on a really steep hill (2 story house whose roof is lower in elevation than the back lane level) had a great retaining wall/parking pad at the back and I figured I would have a garage on this pad in 4 months. Wrong again. Garages can fall into the same category as restoring cars. It would be a year and a half before I had a garage and somewhere to really start completing the +2S. Short note on the garage, the pad was crap and had to be broken up, the retaining walls needed phenomenal underpinning so I got a couple of quotes to simply replace the lot. \$70,000.00, as an estimate to have a solid base to build a garage caused me to even think about selling the place and starting again. In the end I found a company who would underpin the walls, build extensions, etc., etc. so I went that route. Even building the actual garage hit a snag when the builders quit because they said the yard was too steep, and the garage too high, bla, bla. I hired a 25 year old and other than the framing, did everything including roof, siding, installing doors & windows, wiring, insulating, etc., etc.

Not that I wanted to do any of this, I was forced into it. By October 2006 it was ready for cars. The Mini went in first, followed by the TR3 and then the Lotus (plus tools, etc). Now the re-creation was to begin in earnest and this is where it got really frustrating. If you have ever worked on something where every single item fights you, then you will know where I am coming from. This kind of begins my next phase.



I worked on a number of items at a time, only because of constantly running into blocks. Wiring..... Along with the car came three new wire looms. Also, came two horrid tangled, dirty spaghetti wire messes complete with strange add on wires. Interesting factor was that the wire colors in the spaghetti piles and the harness attached to the back of the dash (which I had at this stage removed about 1-1/2 years ago) didn't even vaguely resemble the colors of the new harnesses. I had a couple of manuals with a total of eight different model wiring schemes, also which did not match the mess which came out of the car originally or what was in the new bags. I have to say that of all my disciplines, electrical is my weakest and I'm the type of personality that if things don't match up, then I am at a loss as to what to do. Or I was until I got into this project. You should also know that the +2S was Lotus' first and probably their most complex luxury car. It has eight gages, six idiot lights, eight rocker switches, lights in the engine bay, bottom & rear of the doors, power windows, six relays, eight micro switches, etc. etc. And, the switches have multiple contacts on the back with regulators. I was already. I had a multi meter.

Installing the body & boot wiring was easy, just look at where the devices have to go and lay the wire looms from point A to point B. Engine bay wiring, same thing, no worries. The dash.....I can forget where things were connected within 15 minutes. A year and a half later with mismatching colors, working off two wiring diagrams, reviewing about 30 pictures taken of the back of the dash before I took it all apart, I begun. First I had to carefully drill tiny holes in the back of the dash to hold all the gage support brackets without drilling right through to the front of the new dash. Gages installed. I painted the rocker switches because they had been sitting in the sun for years and were gray, drilling mounting holes and installing them. I installed all the lights. Then I started to match the wire loom to all the various devices. I went wire by wire to figure out what wires had continuity. I had to scrounge and refurbish the old multiblock connectors because the new ones didn't have the correct number of pins. This involved carefully prying the pin connectors out of the mismatched new multiblocks and re-setting the pins into the new ones.



In some cases I simply ran wires to connectors because this or that wire seemed to be of the correct length. Not all the wires were there. I made up close to 30 “new” wires using new wire and bullet connectors I tore off the old looms. Cleaning and soldering them into new items. The pictures gave me clues as to where some of the strange ballasts (I think this is what they are), and some of the multi color wires went. In the end it took me a good couple of months to sort out the dash. As I indicated I was working on other stuff at the same time. As I went through the electrical fit up, I kept finding missing things. Run the wire to handbrake, no switch, order a new switch, switch for the brake pedal is sent. Find a weird switch in the engine bits jar, rebuild it and install it for the handbrake. Run a wire for the reverse switch, find it is broken, order a new switch. Run a wire for the headlight switches, find one is missing, order a switch, and on and on. I kept getting sent wrong parts. I have three brake pedal switches and I now think that if the parts guys can’t find what you need they just throw a brake pedal switch in the bag maybe hoping you won’t notice or possibly just go away. I took apart all of the contact switches and rebuilt them, took apart the brake fluid level fail switch (not supposed to come apart) rebuilt it and on and on. I had to make all new wires for one of the doors because someone simply cut off all the wires. The other door’s harness had been cut off where it went from the body to the door. I guess this was easier than pulling the harness apart at the bullet connectors. Later I’ll tell you of few major electrical issues which occurred during at the check out. Tiny issues can add days of frustration.

Installing the crash dash. It came out of the car, it should go back into the car, right. Either the car shrunk, or the crash pad grew, or the curvature of the pad or the wind screen changed, or, Lord knows. All I can say is it didn’t fit at all. I made templates, I made shims, I made installation tools, I swore, and on and on. I estimate I offered up the dash to the car 40 or 50 times. I slowly trimmed it to match the rubber windshield surround and the base below. I couldn’t for the life of me get the thing to match up to everything. Patience, and lots of pauses (having a beer helps), and it eventually fit. I am pretty sure I put 80+ hours into getting this installed. Easy...! Fitting the wood dash was similar. There is NO space behind this dash. Wires coming off the gages & switches have to be bent to allow the dash to seat. The radio, an original bought not knowing if it worked but which comes from the hens teeth category can determine if the dash will be level or not. This had to be installed (drilling mounting holes, fettling brackets, etc.) and re-installed six times. The wood dash went in and came out an even dozen times before it fit. And, each time the steering column had to be moved in and out.

Tom Williams – Europa S2 – Some Seemingly Small Problems



I purchased this 1969 Europa S2 in Prescott Valley, Arizona. The body and chassis in good condition but it had some seemingly small problems. Notice oil leakage behind the rear tire, below the engine. Some of these small problems turned out to be bigger than I thought. The short list is; tread separation of tires, oil leak between head and block, no seat belts, no wipers, no heater operation, nonworking speedometer, no signal lights, heavy voltage drop when headlights on, tach not working, and braking poor. But I thought I should be able to deal with all that and get the car in to have seat belts installed by July 15.

While working on the brakes I did some research on tires and decided to give these Yokohama AO32 soft compound tires a try. I knew I was getting the saddle before the horse, but I was still planning on that July 15 deadline.

Shortly after the tire purchase the bigger problems started showing up.

When removing the cylinder head I found the exhaust manifold badly cracked, underneath where you couldn't see it. Took it to my local welding shop and got the answer I expected, to far gone to repair.

The machine shop I sent the cylinder head to goes out of business, with my head there. We're getting to July 15 at this point, but I've got the brakes done, front calipers rebuilt, discs turned to remove the black glaze that was on them, master cylinder rebuilt, new rear wheel bearings and u-joints. In the process of doing this work I'm very sure the mileage that the previous owner told me was on the car was incorrect.

I could not find a replacement intake/exhaust manifold, but I did get the head back and into Alec's Machine shop at the end of August. If I can't find an exhaust manifold, I'll make one.

My wife loves it when I have car parts in the living room. The exhaust header I made, bolted to flatbar with the intake casting.

Photos; Tom Williams

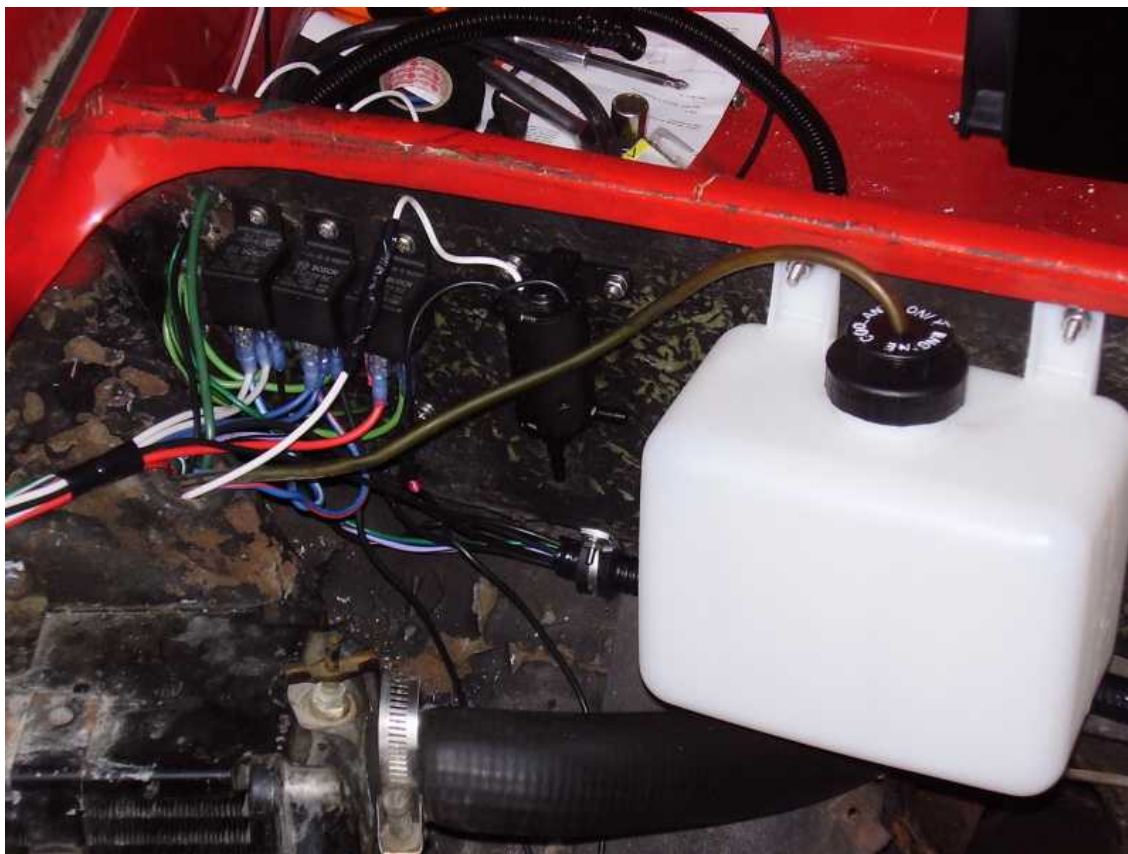
Tom Williams – Europa S2 – Some Seemingly Small Problems



Tom Williams – Europa S2 – Some Seemingly Small Problems

Header after a trip to Kool Coats for a toasted on ceramic coating and the Harley Davidson muffler that's going on a bit further down the line. I got some header construction lessons from Ivers Custom Motorcycles and left with a couple of almost new Harley mufflers. 1 3/4 inlet and outlet should work perfect on the Europa.

Bosch relays for the headlights and radiator fan and an electric windshield washer pump with a new reservoir tank. Not seen I added a ground bar and a positive supply bar so all the current will no longer have to go through the dash.

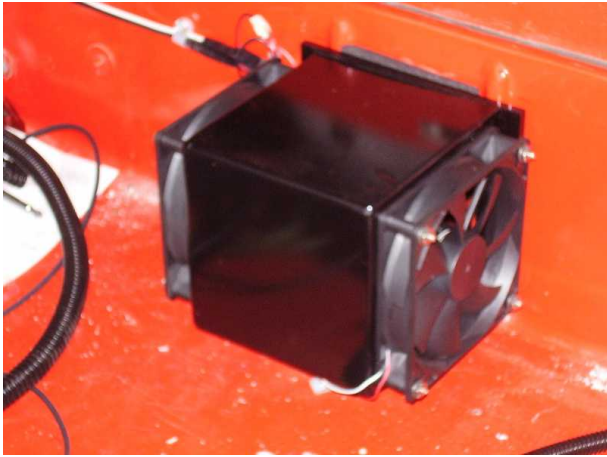


The wiring nightmare. The wiring had been played with in the past so fishing out the add-on wiring from the original has been time consuming. Electrical work is not my favorite so this has been a slow process.

More parts in the living room. All new switches for the dash. Since the I bought the car without two gauges made by the same company I carried on with that and bought a VDO hall effect speedometer, 0-200 kph that doesn't even come close to matching the SW tach, which wasn't working because the 'signal' wire wasn't attached. I've quit having completion deadlines. The weather is not very good for driving sports cars now anyway. Hope I've got past the worst of this car's reconditioning over with. The head came back from Alec's Machine shop looking like new. When I get back from the next trip on the tug I'll get the engine back together.

Tom Williams – Europa S2 – Some Seemingly Small Problems

A great idea from Dave Rush. A dual computer fan setup for a heater fan. Only weighs about 8 oz



Malcolm Muir – Tin Top Tales – Merkur in our midst

For those who have known me for longer than any of us care to admit to, European Fords have been my other marque of preference (my Lotus days were cut short by the former Mrs. Muir).

I owned a 1986 Merkur XR4Ti a dozen or so years ago, until the present Mrs. Muir had an untimely meeting with a Dodge pick-up's step bumper. I lamented the loss but eventually moved on.

In recent history, I was offered a 1987 XR, which needed some engine work, so I waited patiently for this work to be done, so that I could import the car into Canada. During that wait period a 1985 model became available at half the price and it was a 5-speed rather than an automatic (which the 1987 is). Of course the present Mrs. Muir allowed this purchase, based on getting rid of one of my current three project cars (namely, the 1968 Cortina 1600GT, 1969 Cortina 1600E and 1971 Capri 1600).



After much thought, I decided the 1600E project was an old pipedream, and my friend Cliff Jones has a 1967 Cortina GT (1500 non-cross-flow), was dangerously close to a complete rust-down. The early 1968 1600 Deluxe automatic (which was to become the 1969 1600E) was ideal for the shell swap, so the deal was done in late October.

We already made the arrangements to get the Merkur as far a Pacific Raceways (during the Fall Finale in late September), and then we drove it back to Canada.

Although the car was used as a daily driver, it does need some TLC, however, it will be a good project, as it is complete, needing only a few bits and pieces to sort out. The Exratti, as my neighbour likes to call it, will, for the time being, make an excellent car for the Thunderbird rally in February (9-10).

Malcolm Muir - Tin Top Tales - Merkur in our midst

I purchased a factory workshop manual for Wilkinson's Automobilia (as well as a PDF on CD-ROM from e-bay) and started chasing down some of the electrical problems. Rally lights and air horns are mounted; the battery is being relocated to the trunk. Next up is a front skid plate, rally odometer (Zeron 850, circa 1980) and co-driver's light.

Dean Moncado has agreed to be my navigator, and in our discussions about the future of the car, the conversation turned to performance modifications for the car. Although there is lots that can be done with the all cast iron engine (I did secure a good used Rapido trick mapping computer), the turbo lag may still be an issue. A six-cylinder engine would actually be a good swap, such as a Ford Contour SVT Duratec 2.5 litre, DOHC, 24-valve engine.



Yes, a project takes on a life of it's own, if left unchecked (Internet searches have revealed more types of hot-rodding tips on Merkur's than I possibly needed to know, including a Volvo Twin-Cam head conversion).

For the time being, I'll get the Merkur running as well as it can with the current lump. In the meantime, the Cortina is getting an engine rebuild by Ivey Engines of Portland. It will be done right this time, with a proper rally cam, updated head, pocketed pistons, corrected clearances, block stress relieving, and wing (hammerhead) oil pan with baffles and gates (more about this item in my next article, perhaps). It may be ready to run Thunderbird, but if not the Merkur will be ready to go!

Photos; Malcolm Muir

Lotus News – Proton Tells Volkswagen “No Thanks”

Article quoted from; <http://paultan.org/>

I'm sure many of you who have been following the whole Proton-Volkswagen strategic tie-up soap opera are wondering, "What's with the rather unexpected end result?"

After all, it was only slightly more than a week ago that two financial papers reported of an imminent positive end result within a matter of weeks. All of a sudden, this bombshell, and naturally people are starting to believe the whole show was in fact an act, or a game even, to manipulate Proton share prices for the benefit of those with insider information.

In reality, things were actually looking positive - although nothing was confirmed - until last Friday or so. Sources reveal a meeting was held - one of the few final ones before the whole deal was to have been given the solid green light — so all parties involved could look at the big picture.

But sometime before this meeting, Proton's management had a meeting with the government to appeal against this strategic alliance plan. Proton presented a road map of current achievements and future goals.

Somehow they managed to convince the government not to go ahead with the agreement, and to give them a second chance to turn around Proton, which they believed was already on the verge of a turn-around because of recent achievements such as the Proton Persona and export deals with China and Iran. [The China deal](#) was especially sweet: 30,000 completely built up Proton GEN2s in a rebadging deal with 80,000 to be assembled there by 2012 - a deal worth RM4 billion.

Convincing the government was not that difficult a thing to do considering they were not completely happy with the terms that Volkswagen had put down on the table in the first place. The people on the street — including you and me — will never know what exactly was in these terms and conditions - all we know are little bits and pieces regarding the formation of a new company that is majority held and controlled by Volkswagen and have core Proton businesses injected into it.

The terms and conditions apparently were completely skewed towards Volkswagen's benefit and we really cannot blame them as Proton in its current state really doesn't have much to offer other than a plant in which to build Volkswagen cars in and a few car platforms. Its dealer network is not one of the best around — too many dealers and the salesmen do not actually know how to sell cars. It would also be interesting to find out why some engineering consultancy jobs are given to LG CNS instead of Lotus Engineering. [\[Source\]](#)

So it was decided that Proton could still hold on and fight for the moment and any strategic tie-up should only happen when Proton is in a stronger position to negotiate. In its current weak position, anything that happens with a foreign partner would be more of a foreign takeover rather than a mutually beneficial strategic tie-up. Proton has presented a roadmap to the government on how it plans to achieve that stronger position, and they have been given strict performance targets according to the road map. If Proton succeeds, good - if not, the whole soap opera will likely start again. This is a second chance of sorts given to Proton by its majority stakeholder as per request from Proton's management themselves.

We should give them the benefit of the doubt for the moment, considering we can now see a genuine desire to improve and positive results have come out of this desire. Proton has to improve the competitiveness of Proton cars in the international market - it cannot sell cars based on pure cheaper pricing without any other advantages forever. The Koreans are also starting to raise their prices, and Hyundai has even started to move upmarket with the RWD V8 Hyundai Genesis. This requires Proton cars to be up to date with the rest of the world in terms of technology and quality.

We are still making what are considered to be barebones plain vanilla cars. Building modern cars requires R&D. R&D requires money. Money requires more profit per car, and that is achieved with better economies of scale which reduces cost of making the car. Economies of scale requires more sales, which is one of the reasons why a tie-up with a foreign partner was seen as necessary — for reasons like sharing of key parts which improves economies of scale.

(-- Last minute news, December 20, 2007; Rumoured offer by NAZA of Malaysia to purchase Lotus from Proton. Denied by Proton... Proton needs either Lotus or a complete outside buyout to remain competitive. Ian --)

Sell – Swap – Fancy

The wife said clean up the garage, so I need to move a few things. More ads next issue!

Cortina 1600E, canceled project. I have all of the parts specific to convert a 1968-1970 Cortina 4-door GT (or deluxe) to a 1600E. New badges, mirrors, underhood stickers, good used Raydot auxiliary lamps. Original trim parts, fixed quarter windows, reclining seats, inertia seat belts, 5 Rostyle wheels (chrome centers, painted rims), with trim centres and wood cappings (2 sets), will need restoration. Dashboard wood insert partially restored in Rosewood (also have original), gauges included. Will include registration papers and chassis plate, \$1,000.00 OBO, Malcolm Muir 604-467-6560 evenings

Three-spoke polished Aluminium steering wheel, Tourist Trophy part # 489-070, riveted wood rim, Formuling France mount pattern, hub included (Ford/Elan+2 spline). \$150.00 firm,
See Moss Motors link for details, type 'D' in photo
<http://www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=34823>
Malcolm Muir 604-467-6560 evenings

Ford 1600 crossflow engine, 681F, long block complete. Shadbolt re-ground camshaft, rally/mid-range torque. 1,000 miles on rebuild; some piston to valve contact (0.030" pockets in pistons from exhaust valves); pistons are 3.192" (81.077 mm) OD, engine is partially stripped down. New Ford +0.030" pistons and rings included, \$400.00 firm, Malcolm Muir 604-467-6560 evenings

Ford 2.3 L OHC Engine complete, approximately 120,000 km, was running when pulled from car. \$300.00 firm, Malcolm Muir 604-467-6560 evenings

Two SU carburetors, type HS6 (1-3/4" Bore, external float bowl), disassembled and complete; suitable for rebuilding, \$75.00 each OBO, Malcolm Muir 604-467-6560 evenings

Two SU carburetors, type HIF6 (1-3/4" Bore, integral float bowl), complete; may need re-jetting for Lotus, \$125.00 each OBO. Will include Haynes SU Owners Workshop Manual by Don Peers (ISBN 0 85696 299 6) when carbs purchased as a pair, Malcolm Muir 604-467-6560 evenings

Three SU carburetors, type HIF6 (1-3/4" Bore, integral float bowl), disassembled and may not be complete; suitable for spares for above, \$40.00 each OBO, Malcolm Muir 604-467-6560 evenings

Two K&N Air Filters, Suitable for SU and Stromberg carburetors, new, unused, part # SD35-319, 5-3/4" OD X 3-1/4" Tall, \$50.00 each, See photo, Malcolm Muir 604-467-6560 evenings

Two K&N Cone Filters Suitable for SU and Stromberg carburetors, new, unused, part # 56-9327, 5-3/4" OD tapers to 3-1/2" X 2" Tall, \$50.00 each, See photo Malcolm Muir 604-467-6560 evenings



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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Year:	
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VIN:	
Modifications:	

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

Interests:	
Skills:	

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