

LOTUS LINES



OFFICIAL NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

Winter 2014

FROM THE CHAIRMAN'S DESKTOP

By Doug Jackson

As I sit here in front of my computer on Monday January 27th, the details of the ELCC 2014 Planning Meeting are still pretty clear in my mind, seeing as how the get together took place just yesterday afternoon.

Six people attended: Corky Russell; Alan Perry; Chris Curtin; Robert Vets; John Scheidt, and me, and I think the conversation regarding our Club's proposed events and activities went very well. In addition to the various events and activities that are already scheduled to occur during 2014, we also discussed things like: news from the F1 world and the current news coming out of the Lotus Car Company. Sort of amazingly, we hardly talked about the Seahawks and the Super Bowl at all!

And, now that we are through the month of January and it's cold and wet, we have the continuation of similar weather thru April to enjoy. And as you can probably guess by looking at the picture that accompanies this "Desktop" article, I'm very glad that I recently bought a nice car cover for my Lotus Elite, which unfortunately has to sit outside while I work on another car inside the nice dry garage.

I'm pretty sure that you'll enjoy a number of the events and activities that we have begun to plan for our Lotus Car Club, for this year. Hopefully we will get to take part in a few "Shop and Tech Tours" during the colder and wetter months of the year. After that, we'll be moving outside for a few "Club Drives", British Car Shows, maybe a "Coffee & Cars" gathering or two and maybe even a few track day activities.

I think that it would be a good idea for me to introduce the various Club Officers and Special Volunteers that help run this club. As most of you already know, Alan Perry is stepping away from the duties of Membership Coordinator (which he has taken care of for several years now) and has volunteered to be the Activities Coordinator for the club. One of our newer members, Patrick Daniels is about to step into Alan's shoes as the

new Membership Coordinator. Gary Holt has volunteered to continue as the Club Treasurer and Robert Vets is continuing as the Club's Web Master. Aimee Hou continues to be in charge of Advertising and Chris Curtin has agreed to stay in his position as Newsletter Editor. And then there's me (happily) continuing as the Club's Chairman.

One of the things we discussed during the Planning Meeting was the Club's website (elcc.org) which Robert is bringing up-to-date right now. I encourage you to take a look at it and send Robert appropriate comments. All of the "First Thursday" meetings for the year are shown on the web site, plus several of the upcoming events and activities.

So yeah, even though your Lotus cars are probably resting in a warm and dry garage right now, hopefully you'll be encouraged to get them out pretty soon to enjoy on various curvy roads, at a few car shows and maybe give them a bit of exercise on a track of your choosing. Also, watch for this year's West Coast Lotus Meet, tentatively planned for the middle of September, in California... "Road Trip" anybody!?!?

In summary, I think 2014 is going to be a good year for the ELCC.



Cold and Dry in Seattle

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EVERGREEN LOTUS CAR CLUB.**

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2014 Schedule

February

6 First Thursday, Smarty Pants

March

6 First Thursday, Market Arms

16 Aussie Gran Prix

30 Malaysian GP

April

3 First Thursday, Three Lions Pub

6 Bahrain GP

19 Tulip Rallye, Burlington

19 Possible ELCC Garage Tour

20 GP of China

28 Spring Newsletter Copy Deadline

May

1 First Thursday, Smarty Pants

3-4 SOVERN Spring Sprints, Pacific Raceways

11 Spanish GP

17 Vancouver BC ABFM

25 Monaco GP

June

5 First Thursday, Market Arms

7-8 SOVREN Historics, Spokane

28 Tacoma Highland Games w/British Cars

July

3 First Thursday, Three Lions Pub

4-6 SOVERN Pacific NW Historics, Pacific Raceways

26 Western WA ABFM



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2014 Lotus Cup USA By Robbie Montinola, Series President

Lotus Cup USA returns for its fourth season in North America in 2014. The factory-backed, single marquee championship will feature the fastest Lotus racecars and racers in the country in variety of Lotus platforms.

The four classes are **Trophy** (Evora GT4 and GTN, Exige V6 Cup), **SuperSport** (2-Eleven, NA Evora), **Cup** (Exige and Elise Cup cars plus modified street cars) and **Production** (stock NA Elise). Lotus Cup USA offers exciting, affordable club racing at the best racetracks across the country. This past season, we saw a significant increase in participation with grids reaching 35 drivers at key events like Laguna Seca. For 2014, we expect large grids, new teams, new drivers, and much more. The schedule for the first three events in 2014:

March 1-2, Auto Club Speedway, Fontana, CA
April 5-6, Chuckwalla Valley Raceway, Chuckwalla, CA
May 3-4, Buttonwillow Raceway, Buttonwillow, CA

For more information and the complete schedule, visit www.lotuscupusa.us. To encourage future events in the PNW, contact Robbie at robbie@lotuscupusa.us



Lotus Cup Action, Laguna Seca - June 2013



Lotus Cup USA-November 2013

Watching Formula One In Portland Mark Velky - President, Club Lotus Northwest

There is a group of Formula One fans in the Portland/Vancouver area, made up of Members of Club Lotus Northwest and local Ferrari owners who get together regularly to watch the races.

We meet on the Tuesday after a race weekend at 6:30pm at Ron Tonkin Gran Turismo (The Ferrari dealership and Lotus of Portland owner) to watch the race replay on a Big Screen HD TV. Free pizza is provided and you bring your own beverage (adult drinks are OK). We also get together and watch the United States Grand Prix "Live" every year and alternate locations between Ron Tonkin Gran Turismo and Lotus of Portland, with the same arrangement for food, beverages and the TV. Typically CLNW makes up about 1/2 to 1/3 of the turnout for these events, which is good for being a small club. It's always a Friendly Rivalry. So if you are in the area, Please Join Us. You do not have to be a CLNW Member.



2013 USGP fan gathering in Portland

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Three days of F1 in Texas.

By Tim Barker

Up bright and early on Friday morning at 7:45am to get on the bus and the weather is like, hmm a London fog! Arriving at the track the first session is delayed due to this un-Texas like fog. Then the fog clears after a forty-minute delay and off we go with Practice 1. This however doesn't last long as the stewards soon realize that the emergency helicopter is MIA. So after another brief delay the helicopter shows up and off we go again.



Mark Webber's "Farewell to F1" Tour

Expecting to see the usual suspects at the top of the leader board it was a surprise to see the standings after P1. Webber ended up 10th with Vettel 18th. Here was a nice surprise: American Alexander Rossi made his F1 debut in his home country driving for Caterham ending up in 19th place. Lotus positions were 11th & 14th. Of course normal service was resumed with the Red Bull cars one & two after P2. We also had Max Chilton give us a visit in his Marussia-Cosworth with brake failure but he managed to stop just before our fence at turn 13 with smoke pouring out of his rear brakes! Next on the agenda were the vintage F1 practices and then the Ferrari practice to entertain the crowds.

There was another spanner thrown into the works on Saturday, wind. All of a sudden the winds picked up to around 30-40 mph and things were flying off the tables. Another fun day of qualifying with this distraction and Vettel snatched pole position on his final flying lap. Romain Grosjean qualified third in the Lotus to set up an interesting race.

Race day, a fine sunny 80 plus degrees in November, what could be better? Not that the weekend transportation went completely without hiccups. In a reminder that southeast Travis County is still farming country, a cow wandered onto FM 812. That may have been the biggest traffic delay of the day – a surprise to many, since there were concerns that having an F1 race

and a UT football game on the same weekend would cause a transit meltdown. COTA management delayed opening the gates for half an hour while agents of the Bureau of Alcohol, Tobacco, Fire-arms, and Explosives responded to what a track spokesperson called a "suspicious incident" at turn one. ATF quickly gave the area all clear for the crowds, and the gates opened at 8am.



Vettel's Red Bull leads Grosjean's Lotus

The Grand Prix started at a little after 1PM and pole sitter Sebastian Vettel kept his lead going into Turn 1. There was some contact in the back of the grid as the cars made it through the turn, but everybody got through cleanly. However, the safety car was brought out on the first lap after Force India's Adrian Sutil crashed along the back straight. TV replays appeared to show Sutil touch wheels with Williams' Pastor Maldonado and then crash into the wall. Sutil was seen walking away from the car, which was moved off the track.

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After this incident Sebastian Vettel drove a flawless race to win, a record-setting eighth straight victory and his first in the United States. Vettel started from pole and cruised to his 12th victory of the season, 6.2 seconds ahead of Lotus' Romain Grosjean. With his eighth-consecutive win, Vettel surpassed the record held by countryman Michael Schumacher.

Three Days of F1, Continued

Vettel was emotional after the race, crying into his radio after crossing the line. Before pulling back into pit lane, he celebrated by turning donuts on the racetrack.

Grosjean drove superbly throughout the race, holding off Red Bull's Mark Webber during the latter stages to finish 2.6 seconds ahead. Webber's gap had been within about a second at one point in the race. Mercedes' Lewis Hamilton, last year's winner, held off Ferrari's Fernando Alonso to finish fourth. Williams's Valtteri Bottas had his best result of his rookie season, finishing eighth to gain four world championship points, the first of his career.



Grosjean carried the Lotus colors in Kimi's absence

Coming down off the high of the race it was back on the bus to get back to the hotel. A long drive with the traffic today, two hours stop and go. Could it get any better? Yes it could.

We had noticed that there was an Infinity desk set up at the hotel and we were soon to realize why. Apparently the Red Bull racing team had set up camp at our hotel. Later that night at the bar we met many interesting characters from various F1 teams, from mechanics to team principals that were socializing in the bar area.

We had Rolls Royce Austin with a display of all of the new models in the valet lot. We saw an Enzo Ferrari, the latest Maserati and so many more interesting vehicles that cost the GNP of a small country.

Then the icing on the cake, the man himself Sebastian Vettel was here, a very humble person to meet, outgoing and full of life. We bumped into Sebastian Vettel again the next morning whilst we were waiting for a bus and the wife got a signed cap from the world's number one, since Kimi jumped ship to Ferrari she may have a new driver to root for!

What a trip this was, I would recommend this event to everyone, as there is so much to see and do. A bit of humor that people here in Washington State can relate to: Mexican flags with a marijuana leaf displayed outside two McLaren team stores at the U.S. Grand Prix prompted a complaint from the Mexico consulate. The team removed the flags and apologized. McLaren said in a statement the flags next to a merchandise stall at the Circuit of the Americas were not authorized or manufactured by the team. The statement blamed a third-party contractor it did not identify.

2013 F1 Austin by the numbers:

A massive crowd of 113,162 race fans watched Formula 1 racing's driving powerhouse, Infiniti Red Bull Racing's Sebastian Vettel, make history, as the 2013 World Champion driver scored his eighth consecutive Grand Prix victory at Circuit of The Americas (COTA). Three-day attendance for COTA's second Formula 1 Grand Prix was 250,324, with 58,276 fans attending Friday's practice sessions and 78,886 turning out for Saturday's qualifying rounds.

Note: USGP photos by Mark Huler.

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A New Bonnet and Coat for Little Red **By Army and Sam Barer**

Lotus' reputation for less-than-stellar build quality isn't a new concept to any fan of the marque. From Stirling Moss' many ongoing quips after losing a wheel off his Lotus 11 at 140 MPH while trying to set a class world record over 50 years ago, to initial road tests of the Elan indicating the car dropped parts like it needed to retrace its steps later, no knowledgeable person would ever nominate the initial bunch of any Colin Chapman product for Consumer Reports or JD Power awards.

Which brings us to my Lotus Elan Series 1 named "Little Red" due to its 84-inch wheelbase being dwarfed by the 129-inch wheelbase of my bright red 1929 Franklin 130 Convertible named "Big Red" garaged next to it. Little Red is number 618 of 848 the initial series of Elans. Given to me as a surprise 70th birthday gift from my sons, the car has been surprisingly reliable, especially given its preceding reputation.

The body, however, was exactly as expected. The Banzai Pipeline-sized waves in the original fiberglass on the rear deck, a typical "feature" of the Elites and early Elans, never really bothered me. The bulge in the hood (or bonnet), however, made it a two-person job to open it and impossible to get it to sit properly. While I had figured this latter issue was actually the result of inferior crash repair, at the 2010 Vancouver British Field Meet I was parked next to an Elan built 25 units ahead of mine and noticed it shared this seemingly familial bonnet-fender mismatch. I started to notice the same problem befouling the lines of Elan Series 2 examples, as well. Later I would learn that the initial bunch of Elan fiberglass bodies was molded by a small boat builder (Bourne Plastics) near the Cheshunt Lotus operation. Apparently, in their negotiations Mr. Chapman did not feel that bonnet fit made the car go faster or handle better.

The last time Little Red visited Lotus expert Randall Fehr, he indicated that the bonnet suffered from incipient delamination due to lack of fender support. A problem so common, Randall told me he always kept in stock at least one made from factory molds that could be fitted to my car.

A new bonnet would need to be painted to match Little Red. Since the decades-old single-stage repaint had exhibited signs of a product reaction causing a recently increasing number of small black liver-spots all over, it didn't make sense to blend only the front. Unfortunately, Randall responded that his shop, Horton Restorations, had a substantial backlog of work and that

a complete repaint could take over a year. At age 77, I didn't want to undertake a yearlong project that would tie up the little car I love.

As I am guilty of doing, I called my son Sam for advice. An automotive journalist and car collector in Olympia, he offered to take the car to see if any of the several collector car auto body shop owners he knew in the area were available and up to the task. After some discussion it was decided that Randall would fit the new bonnet with a primer finish and then I would drive the car down to Olympia and let Sam coordinate the project. So I will let Sam continue the narrative...



After multiple coats of base color and clear, the car sits in the sterile environment for a day to cure.

AS THEY SAY -- "No good deed goes unpunished." After giving the Elan to my father years ago, it was sitting in my garage forcing me to back burner my 1974 Triumph TR6 project. Furthermore, my father had a specific deadline: he needed Little Red refinished in time to transport to Palm Springs by February 1st for his three month desert snowbird routine.

Before even getting to have any restoration shop look at the Elan, I had to figure out why just a day after my father drove it 75 miles down from Medina all I was getting from the key was a click on the starter solenoid. Last year the starter had bound up on the ring gear while I was visiting Palm Springs, which was fixed by popping the clutch while rolling. This time that solution did nothing. Lifting the front end, I wriggled my 6'4" body under the car to find the starter case had lost both screws, allowing it to nearly fall off. One of the screws had lodged itself near the ring gear, while the other dropped out completely. I fished through my boxes of stockpiled used British parts to find a replacement screw to match...and a few minutes later, Little Red was alive again.

Little Red, Continued

I brought the Elan down to Mark Conger in Downtown Olympia. The owner of Spectrum of Color restoration shop, Mark is best known for his Concours-quality work painting cars for the world-renown Mopar shop Rocket Restorations located in the same building. Beyond rare Hemi and Max-Wedge-powered icons, Mark has actually restored all types of vehicles, including a pre-war Morgan 4-4 Tourer that was shown on the 18th fairway at Pebble Beach.

Presented with the 2.5-month time constraint and intended budget considerations, Mark decided it was a project he wanted to do. He rearranged his schedule, convincing another customer with a '58 Edsel to wait, so he could start the Lotus in a week. A day later, while I was stripping some trim and door panels off, I received a call from Mark that he had already further juggled his workload to begin on the Elan immediately.



Mark Conger fine-tunes the minimalist door adjusters

A day after dropping off Little Red, the car was already stripped of all its trim, doors, bonnet and boot lid. Mark started calling and texting regularly to discuss refurbishment versus replacement options on many small parts, as well as asking me to come put eyes on and take photos for records of various interesting areas of the car during the sanding process. At least two coats of paint were removed to get to a stable base surface. After fixing stress cracks and a crack to the rear valance, Mark and his assistant Tim set to inspecting the waves in the Elan's rear deck. Due to the thin material flexing from lack of support, they decided to grind out and replace the section with much stronger fiberglass, leaving a surface flatter than month-old opened soda.

After block sanding, the body, doors, bonnet, boot lid and headlight pods were moved to the spray booth. Everything was sealed and primed with fiberglass-specific products, and then treated to multiple coats of

PPG high quality Carnival Red color-matched base and clear.

Mark and Tim then turned to getting the surface of the windshield surround and sills below the doors ready for satin black. Finally, it was time to address the bumpers, cracked from years of abuse by previous owners...not to mention severely scuffed and scratched by my father's lack of depth perception. Mark fixed a factory mistake by forming a new inner contour of the rear bumper corner to create a consistent line and gap. Correct satin silver breathed a new look to the old pieces.



To get the best results, trunk, doors, bonnet and headlight pods were removed from the car for paint

I was able to obtain perfect match lift springs for the window mechanisms for 70-cents each at Olympia Supply down the street to replace the 1964 originals. We installed them and then used our collective six hands to correctly hang the doors.

Reassembly was straightforward. Mark and Tim spent time polishing trim and cleaning overspray due to the previous painter's lack of precision masking. (Mark commented that overspray doesn't carry a sign "past painter's laziness is not this painter's fault", so a little cleaning of other's mistakes would be necessary). Within a couple days, the car was totally reassembled.

Just a few days after Thanksgiving, the car received its finishing polish and detail. On this clear and cold day it gleamed in better-than-new condition outside Mark and Tim's shop on State Street. Little Red received smiles and wowed faces from passing cars, pedestrians, and even a group of Olympia's homeless community.

I couldn't wait to get the Elan home, so Mark followed me on the four mile drive to my house in his truck, so I could return to get my daily driver, still parked at his shop. The car ran beautifully, although I received a few baffled looks driving a roadster top-down in freezing temperatures. I jumped out of the car in front of my garage to put in the access code.

Little Red, Continued

I got back in, shut the door and drove into its awaiting space. Then the door wouldn't open...no matter how hard I pushed. In my excitement to get the car in the garage, I had slammed the door over the buckle of the competition lap belt! For ten minutes Mark and I worked to get the door open, trying to protect the new paint. It was in vain, as when we finally got the door over the buckle, it left a huge gouge. I nearly threw up.

I asked Mark if he could get some touch-up paint. Mark insisted I bring the car back down, so we turned around and went back to the shop. Dejected, I got out of the car. Tim just smiled, got on his knees and started sanding the spot down. Less than 24 hours later, the sill had been refinished -- magically removing any sign of the scar. Mark refused to charge more to fix my mistake!

I was able to safely return the car back to my house, where I then performed an oil change and got the car ready for my father to enjoy. He is excited to drive it all winter in Palm Springs, and has even been invited to show it again at the Desert Classic Concours. Thanks to the work of Mark and Tim, it can compete for awards with the best of them.



Good as new 1964 Series 1 Elan

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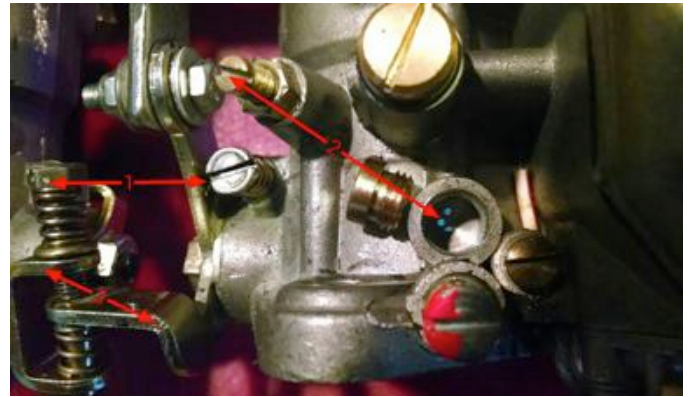
24 Years and Counting, (The continuing saga of rebuilding a Lotus Elan) By Victor Smith

“It’s amazing how smooth an engine will run on three cylinders.” (Quote from a posting on Lotuselan.net)

As hoped, my Elan made it to the 2013 San Juan Island Concours under its own power. Since the interior and side windows were missing I didn’t put a number on it for judging, but the consensus was that it was cute, not cool or awesome, just cute. But to continue with the story, the car had just barely made the 8 mile drive because the #2 cylinder wasn’t firing at low speed.

The moon and stars had been lined up on the initial start up, everything except for the tiniest tip of the #2 idle adjustment screw that had broken off and lodged in the orifice. In spite of that, the engine burst to life on all three and if you recall from my last piece, I’d congratulated myself for having passed Tuning 101. Never having tuned a carburetor before, I didn’t know that properly set up Webers tune exactly as described without mystery and figured I was done under the hood but for one lucky tweak of that broken screw. Since then I’ve quadrupled the little I knew about Webers. You can read all you want—like the warning not to over tighten the idle screws—but until you get your hands dirty you will have little practical understanding of what it all means. So I’m not claiming to have discovered the riddle of the pyramids or anything, but while it’s still fresh in my mind I’ll pass on a couple of things that were most helpful for this novice to get a pair of Webers to work.

As per every book, both carburetors must be leak free, parallel, and flex mounted. To achieve the flex, Thackeray (spring type) and rubber washers are used and the manuals call for about 40 thousandths between the coils. To achieve this you stand on your head on the valve cover holding a light, feeler gauge, mirror, and extension socket wrench like chopsticks—except backwards because of the mirror. After doing this a couple of times I figured there had to be an easier way. Since the carbs need to wind up being parallel anyway, I now just measure the bottom front washers that are easy to see and then tighten the rest to give the same distance between the faces of the carbs and the intake runners. When you’re done you can use the mirror to confirm the washers have about the right amount of spring in them.



- 1. Idle speed screws.**
- 2. Air adjustment screw and cap off of progression holes with light shining through the three holes.**
- 3. Throttle arms**

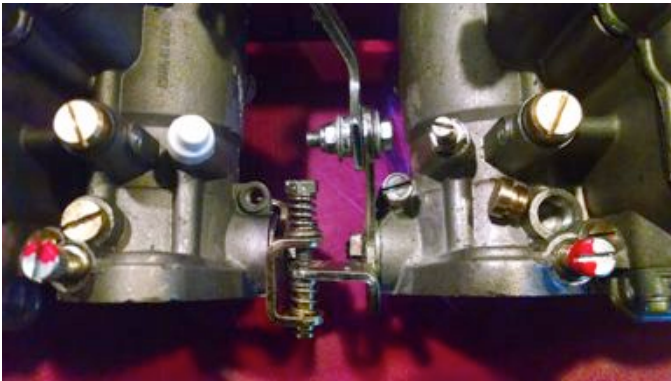
The books say to set the idle speed by turning the speed screw in on the back carb until it just touches the stop. That’s a bit difficult to determine precisely. A better method (told to me by Ken Gray from Bean Eng.) is to take the cover off the progression holes and shine a bright light in the barrel. Watching through the holes, turn the screw on the back carb until the edge of the butterfly is poised to open up the first progression hole with a touch of the throttle. Then repeat the procedure on the front carb, turning its spring-loaded interconnect screw until that butterfly is ready to open its first progression hole. Now the guesswork has been eliminated and both carburetors will be very close—both to each other and to where they need to be. At this point the overlapping parts of both throttle arms should be parallel, and the spring-loaded interconnect screw of the front carb should be perpendicular to the back carb’s throttle arm.

I didn’t have much luck trying to sync the airflow by ear, but using the synchronometer my brother-in-law gave me worked very well. Then I attached a bank of four vacuum gauges, as shown in the Weber book, and in minutes used the air screws to almost exactly match the air flow in all four barrels.

As for how that idle screw got broken, there are springs under the screws that obfuscate their feel and the #2 screw was the first one I adjusted. Friends offered all kinds of trouble shooting advice like blowing air through the circuits and seeing if gas got through etc., but it looked to me like everything was open and the screw thread was so fine, I didn’t realize its tip was missing. Finally in desperation I took the car to a local mechanic /racer who claimed some expertise with carburetors. But not Webers—big mistake!

24 Years and Counting, Continued

By the time he was done, both tips of the front carb's screws were broken and the float was messed up. He did have some good advice though; send it to an expert; so I sent the front carb (dry) off to Pierce Manifolds in Gilroy, CA. They charged almost nothing and gave me some illuminating information that everyone who'd been helping me before probably thought I already knew. To check the idle screw orifices, take out the screws and shine a bright light down the carb barrel; if they are clear you will see light through the holes. What's that noise Homer Simpson makes when he slaps his head? Doh!



Partial image of a pair of Weber 40DCOE 151 Carbs (The brass cap is off the progression holes and a white plastic cap is off of one of the air screws).

So the status report now: After a side excursion into dealing with a couple of leaky cylinder head soft plugs, the Elan was running strong on all four cylinders. Perhaps too strong though; the compression is 230 psi rather than the specified 170–180 psi. Special thanks to ELCC Member Fred McDonald who, among other things, knows a bit about part numbers and realized that the probable cause of the high compression is 11.5/1 pistons. That might require changing to a thicker head gasket and I was just preparing to take the car down to Horton St. to have Randall Fehr check it out when—oh, oh—the new crisis of the week reared its ugly head. Something let loose inside the bell-housing and the clutch won't release, so now I'm in the process of pulling the engine. As this happened at the same time the throttle stuck (more about that later), the prognosis may not be good.

I will keep you posted. In the meantime I can tell you this: I'm learning way more about Elans than I ever wanted to know.

2013 Formula 1 Review

The season started off on a high note for Lotus fans as Kimi Raikkonen managed his tires and pit stops to finish first in Australia. Although this was his only victory, the Finn finished in second place 6 times. Kimi had a string of 27 consecutive points finishes ended in August at SPA with a DNF for failed brakes.



Kimi Raikkonen, First in Australia
(Photo by sports-celebs.blogspot.com)

During the first six races, there were five different winners and hopes were high for a competitive season. Alas, Sebastian Vettel and Red Bull found the right setup and totally dominated the second half of the season by winning the last 9 races. Vettel's 13 season wins (68%) tied Michael Schumacher's record, and he led 684 laps (60%) while the remainder of the field led a total of 447 laps! His Red Bull suffered only one DNF, in Silverstone for a gearbox failure while leading the race.

The reliability of all competitors was a surprise to your editor as only 51 cars were classified as "retired" for the season. That is only 12% of the starts, and (amazingly) rookie Max Chilton brought his Marussia/Cosworth home safely in all 19 races! This, when each car had a 2.4 liter V8 motor developing over 750 HP at 18,000 RPM, limited to 8 units per driver for the season.

Contrast that 12% DNF result with the season 50 years ago when Jimmy Clark won his and Lotus's first Championship: Clark won 7 races (70%) while 43% of the starters failed to finish their races.

2014 should prove more interesting as new 1.6 liter V6 turbo motors will be introduced along with rules *intended* to reduce aerodynamic downforce. Additionally, each car will be limited to 100kg of fuel, a 38% reduction from the typical 2013 race usage.

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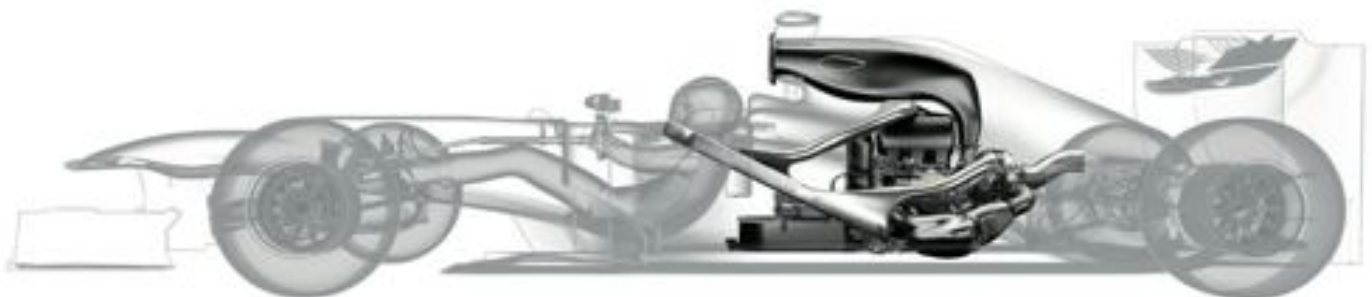
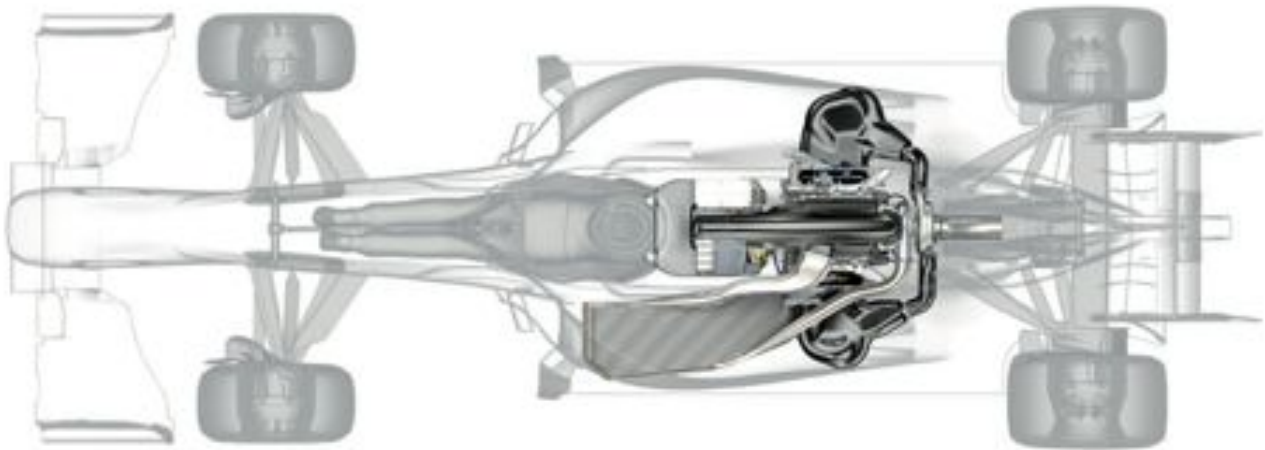
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**2014 Renault 1.6 L V6. Rear-center mounted Turbo, Intercooler on Driver's left, Energy Store behind Driver.
(http://www.renaultsport.com/IMG/pdf/rsf1-moteur2014-presskit-en_final2.pdf)**