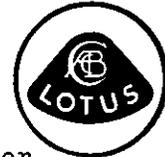


STRESS LOTUS WEST CRACKS

The OFFICIAL PUBLICATION of
LOTUS/WEST INC.

Vol.6 No.2
February, 1973



Stress-Cracks Staff
Dennis Ortenburger-Editor
Technical Editor
John Kouba
Typist
Sergio Single Finger
Great Artist
Gene Nollman
Cover
Insignia of Club Elite

--The Lotus Enthusiasts Newsletter--

COMBINED THIS MONTH WITH THE CLUB ELITE NEWSLETTER
VOL.2 NO.11 February 1973 -- AND FEATURING THE LOTUS ELITE WITH
ORIGINAL ARTWORK BY GENE NOLLMAN AND A SIGN OFF BY THE KING OF THE CLUBBIES

Lotus/West Officers

Jim Gallagher-President
Jim Kerswell-Vice President
Donna Dill-Treasurer
Sharon Garrison-Corresponding Sec.
Delia Price-Recording Secretary

All opinions expressed in Stress-Cracks are those of the individual writers and do not necessarily represent the opinions of Lotus/West, its Officers or members.

Direct club correspondence to:
Lotus/West, P.O.Box 75972,
Los Angeles, Calif. 90005

March Meeting: Wednesday, March 7
at Glendale Federal Savings, 401
N. Brand, Glendale, 8:00pm.

IN THIS ISSUE

The Last Editorial
The Editors Thanks
LOV 1
Club Elite
The Steering Column
Tech Notes
Lotus Elite, Through the
Artists Eyes
Income & Expense
For Women Only
Members Choice Editorials
The Mark 14: The Last
Real Lotus
Le Mans 1959
New Members
What They're Saying
About Lotus
Lest We Forget



THE LAST EDITORIAL

Come ride with me again, one last time, through shady hollow and bright open place. It matters not that you weren't kissed by a witch in the deepest woods, or had a son with the name from a star or done the thousand things that can't be done. Its ours to catch the trace and ride the wisp and hold fast to their description of experience.

Driving west towards Her Radiance and magnified through windshield glass to warm our faces as the landscape quivers. Slowing for an instant to catch the birds with cheeks of grape fruit and fronting with smiles as we pass -- how could they know I was Long John Silver?

Rolling on silver harps with an unnatural sound and entering the far side of the hill with arrow shadows and lazars ray. Into the strobe with scenery blinking as our eyes, and motion stops; yet dials still dance their message. No need to feed the wheel, she tethers the roundabouts as if on her own and the concious sleeps to infrasound.

Well into the flow we eddy and whirl as if the current in her wire. Never gaining, never losing, confined by limits other than our own -- and where does one leave off and the other begin?

Look now, clear into focus and the beads of perspiration sparkle on our brow and wrists begin to ache from the merriment. On to the summit and towards Her Brilliance while iris constricts and the temp needle touches hot. With the uppermost won we coast on the verge and everything slows to stop.

The perspective zooms a hundred paces back to view the darkened silhouettes of man beside his machine on the crest, in front of the suns half radiance. In the distance then, with head bowed and hands in front a thin stream arcs to the earth; and then too the machine, in complete accord empties its stream from the radiator downpipe.

Until we meet again,
Dennis

The Editors Thanks

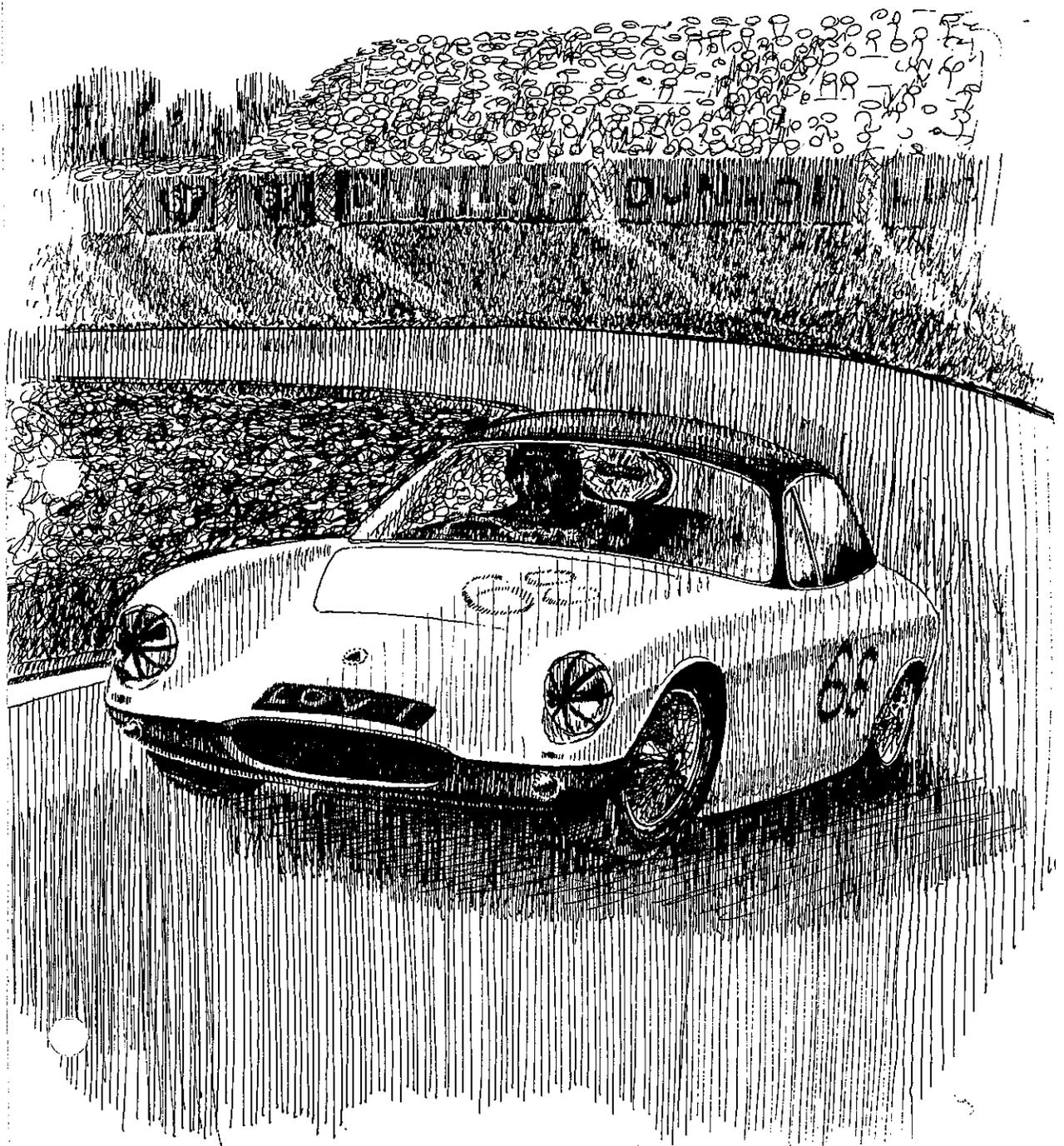
Very special thanks this month go to Bill and Barb Hutton for the pleasure of combining both club newsletters. We've come aways haven't we?

Lets all doff our caps to Gene Nollman who did the pen & ink artwork for this issue. He's a man who speaks my language.

And a thanks to my helper Marlene, who retired a month earlier than I to prepare this message:

ECURIE ORTENBURGER take pleasure in announcing the arrival of a new TEAM DRIVER,

Kipp Altair, born 2-7-73 at 2:51 AM. Weight: 8lb. 6oz.
Length: 21½in.



CLUB ELITE

Volume 2 Number 11

February 1973

P.O. Box 351, Clarksville, Tennessee. 37040.

Dear Lotus West and Club Elite Members;

It is certainly a privilege for our Club to join you for this issue of "Stress-Cracks" and we are most grateful to Dennis for the opportunity. We want to wish Dennis well in his retirement from your staff and we hope he does not become decrepit and senile, as so many retired editors do. Dennis, I probably owe you more than mere thanks as this combining of newsletters gives me the time I have needed to fill out my tax forms. Otherwise, I was going to have to let them slide this year. I reckon I owe you one to five years.

The history of the Elite has fascinated us and we hope Lotus Westers will also be interested in the following. Recently, while I was working in Northampton (home of Cosworth, base for the new Shadow Team, and where the Ferrari Formula 1 tubs are presently manufactured), Barbara and I took advantage of an opportunity to stop by the new Lotus facility near Wymondham (pronounced Wm-dom). At Lotus we were treated to a visit with Mr. Colin Fish, Customer Liaison Supervisor, and Mr. Albert Adams, Body Process Manager, both men having been with Lotus since the late fifties, and have very fond memories of the origin of the Elite. It was explained by Mr. Adams in conversation that several names familiar to us today were involved with the Elite project. Mr. Chapman and an Accountant friend, Peter Kirwan Taylor, were responsible for the original body sketches and then John Frayling (at that time with Ford styling, and more recently his new company produced the Europa styling) sculptured two moulds from which Frank Costin used to check aerodynamic efficiency. Bother Mike Costin was responsible for the suspension and the development or debugging of the Elite for production. We discovered that Mr. Adams worked with Chapman during 1957 on the original Earls Court Elite (Jan. 1958 SCI) which he told us had a chassis assembled from 57 different moulds as opposed to the three moulds required to build the later more refined Bristol bodied Elite. The original car had a great deal of alloy in the chassis, including the wheel arches which were then covered by Fiberglass. This example was RHD although the second Elite built (cover R & T Aug. 1958) was prepared for the Geneva Motor Show in left hand drive form which Mr. Adams converted to r.h.d. later.

Mr. Adams told us that the '57 Earls Court car just barely made the Show, as very late on the previous night, the gathered few were putting the finishing touches to this original prototype including installing the front windscreen which seemed to be rather 'cantankerous'. As it was specially made, extreme caution prevailed, but no amount of pressure in the appropriate areas seemed to help the fitting. Mr. Adams' cohort was working on the inside when he spotted the hang-up and with great finesse, he reached around the door seal and patted the offending corner with the proper engineering touch only to see the one and only Lotus Elite windshield shatter. Few words were passed during the next 15 minutes understandably but as the shock wore off the windscreen producer was called out of bed and informed that he had had enough rest for one evening and that he should get back to his workshop where a small job awaited him!

As Club Elite members may have noticed from our Elite chassis number index, the first twenty or so Elites sold were strictly for racing with hopes that the results would stimulate the public's desire to own one. These cars were indeed ultra successful in racing and are usually the ones seen in old R&T SCI or SCG photographs. In fact, the first Elite to be sold (and probably the third Elite built, registration number EL5) made its racing debut in the hands of Ian Walker on May 10, '58 at Silverstone, where it won the 1600 cc class. The next day it did likewise at Mallory Park. Also, from the chassis number index, Mr. Fish pointed out that about 30 Elites have twin brothers (regarding chassis numbers) due to a numbering error when the body manufacture was changed from the Maximar to the Bristol Aircraft Company. Therefore, the total production was actually just over 1000 cars. Our thanks to Mr. Fish and Mr. Adams for the hospitality afforded us.

On a later visit to Mr. Mike Costin of Cosworth, Barbara and I learned that the Earls Court Elite had a free flow ventilation system provided by a controllable inlet at the base of the windshield and three exit slots along the top of the rear window, which can be seen in the Jan '58 SCI article. Mr. Costin also told us that he drove a prototype Elite around for six months minus any doors during the debugging period. It seemed that the doors presented some manufacturing problem and were not available during development. I am glad they were not an optional item on production models. Mr. Costin also confirmed that there never was a one piece front bumper as some early photos indicate (sorry Dennis) although some racing Elites did have a smaller front air intake.

For the interest of all late model Lotus owners with the emission control Elan engines, Mr. Fish provided us with a list of required parts to convert your engine back to the adjustable needle, non-emission standard, and if you are having hesitation and starting problems, as I was with my Elan + 2, you may want to try this route. The parts required are as follows:

Two Stromberg piston assemblies Lotus No. 36 S6182 \$15.00 each from Lotus of England. Each assembly should include: a piston with rubber diaphragm, an adjustable B2 AR needle to replace the standard B 1G needle, an O-ring, a small locking tab for the needle and a brass needle guide screw.
Two cast alloy adaptor blocks (between carbs and manifolds) Lotus Nos. 36 S0731 and 36 S0732, \$5.00 each.
One Balance tube 7" with two o-rings Lotus 26S6128Z, 75¢.
Two gaskets, manifold to adaptor block.
Two o-rings, carburettor to adaptor block.

Enough about Elans! For all you California Elite owners, remember to set aside March 4th for a meeting planned by Bob Green and Lansing Lee at Bob's home at 11.00 a.m. Call Bob (415) 355-1822 or Lansing (415) 886-4289 for more info. If you have any questions about Elite maintenance, Bob will be glad to advise. And all members should consider our annual meet June 29th - July 1st at Pocono, Penn. Bob says he will be coming again and he would like some company this year.

Did you notice that Chevrolet are trying to build an Elite now? (R&T Chevy Fiberglass monocoque prototype XP-898, P.28-33, last month). But the car just won't be the same without the old Climax.

Thanks again Dennis and our best to the new Editor (also a product of the Elite school), Lynn Garrison.

Take Care,

Barbara and Bill Hutton.

STEERING COLUMN

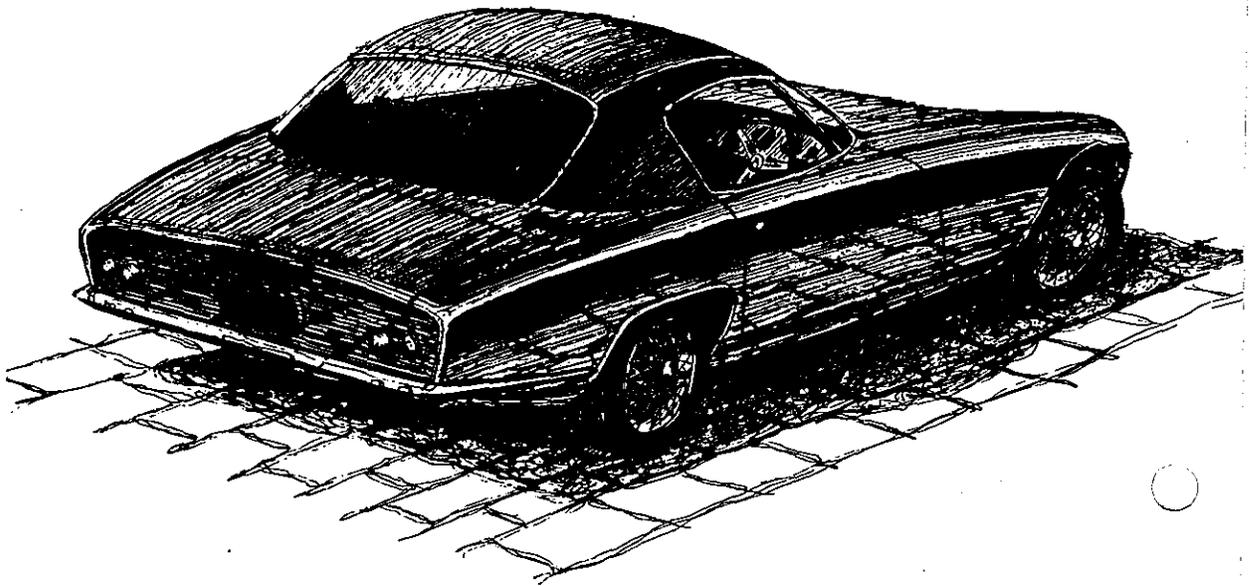
Special greetings this month to the members of Club Elite with whom we are sharing this issue of "Stress-Cracks". Since this issue was to be devoted to the Lotus Elite automobile, it seemed to be natural to combine the two newsletters this month. Although most of Lotus/Wests Elite owners are also members of Club Elite, I think you Club Elite members out there may need a little introduction to Lotus/West. We were formed five years ago by a group of Southern California Lotus owners who wanted to share in the enjoyment of their cars. There were many initial objectives for the club both social and competitive, but with care and feeding of the exotic beast rating very high. We now number about 140 members throughout the U.S. and Canada with 3/4ths of us living in Southern California. Besides our monthly general meeting we hold a variety of club events - usually one per month - such as parties, slaloms and tours.

Now for current business, we are going to hold the First Annual Lotus/West Picnic and Swap Meet at the Briggs Cunningham Museum on March 25, if the weather is willing. Details will be discussed at the March 7 general meeting and flyers will be sent out. This is the clubs first attempt at a swap meet and with Dave Bean as event master, we are assured of a fine stock of goodies from him alone. Dave has his moving notice from the L.A. Airport, so he will be extra friendly on prices, right Dave?

Late news has it that Emerson Fittipaldi thrilled 100,000 of his countrymen with a victory in the Brazilian Grand Prix. His Lotus finished 19 seconds ahead of Jackie Stewarts Tyrell giving Fittipaldi 18 points for his two straight victories to Stewarts 10.

Have a goog time on the snow trip - unfortunately I'll be working - but I'll see you at the meeting if I don't have to work then too.

Jim Gallagher



Tech Notes - Positive to Negative Ground

John Kouba

I recently converted my Elan from positive to negative ground. I have been asked by several of the clubmembers to relate the details of the transition.

The only electrical devices that can be ruined by improper connection are the tach, generator/alternator and radio. Therefore instructions surrounding these devices should be followed with great care. Remove the tach from the dash noting the placement of the wires attached. The tach will need to be repolarized. I had mine done at Nisonger Corp. on Jefferson Blvd. in West Los Angeles. Just ask them to make the tach negative ground. The fee is a reasonable \$5. After the car is repolarized to negative ground the tach can be reinstalled as removed with the exception of the reversal of the two white wires. Unless you are more fortunate than I the two wires will have to be cut.

The next step is to decide whether you want to convert to the lighter, more efficient alternator or keep the generator.

The alternator cost is approximately \$25 plus voltage regulator. The voltage regulator is different than the generator model and must match the alternator. A good method of acquisition is the local junkyard and with a thorough cleaning and replacement of bearings one could get below the \$25 previously mentioned.

Mine came from a '55 Chevy. The bottom is bolted on the front of the bottom generator bracket. The top is bolted to the back of the timing chest, using a slightly modified Ford bracket #02F2-10145-B. If the modification isn't obvious give me a call. The bracket is a special order from Detroit, but the price of 77¢ makes it worth it. The stock fan belt is retained. Before wiring, the battery leads should be disconnected.

Wire as shown below:

Wire connected to indicated terminal on old regulator

E (black)

A, A1

F, D

Additional wires

F (on alt. regulator)

2 (on alt. regulator)

3 (on alt. regulator)

New connection

Alt. reg. case

Alt. plus terminal

No connection

F on alternator

Plus 12v, on when ignition is on

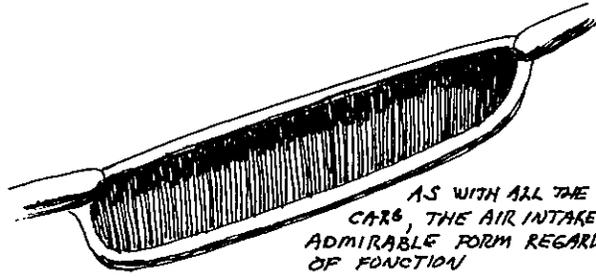
Alt. plus terminal

Reconnect battery leads, remembering to reverse. A word of caution. Alternators will burn themselves out if allowed to run without being connected to the battery.

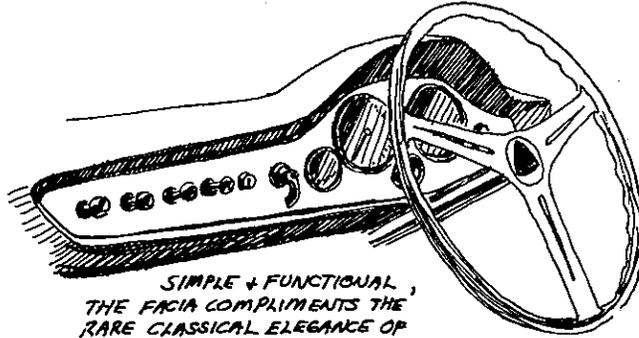
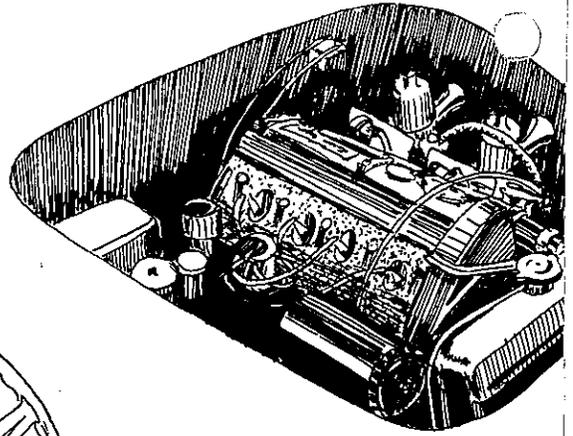
The generator repolarizing is as follows: Disconnect the battery. Remove terminals F and D. Reconnect battery as negative ground. Connect a jumper to terminal A, leaving it connected to the regulator. Touch this lead to the F terminal on the generator, (small terminal) several times. Reconnect terminals F and D. The generator is negative ground now.

The testing procedure involves testing each individual system. The radio, car stereo or similar power leads will have to be reversed. All lighting will function normally. If an ammeter is fitted, switch the leads. All other systems will have to be checked individually to see if they are polarity sensitive.

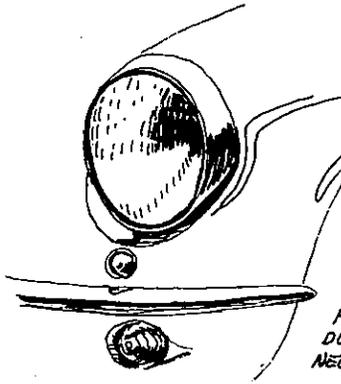
I would appreciate some feedback on this article. Difficulties that you might encounter, confusing directions, etc. I have done this on an XKE also with no problems. Also any other tech info, electrical or otherwise should be forwarded to the P.O. Box in care of John Kouba.



AS WITH ALL THE LOTUS
CARS, THE AIR INTAKE IS AN
ADMIRABLE FORM REGARDLESS
OF FUNCTION



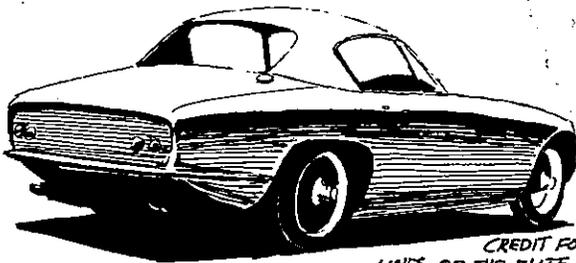
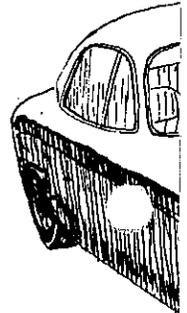
SIMPLE + FUNCTIONAL,
THE FACIA COMPLIMENTS THE
RARE CLASSICAL ELEGANCE OF
THE ELITE



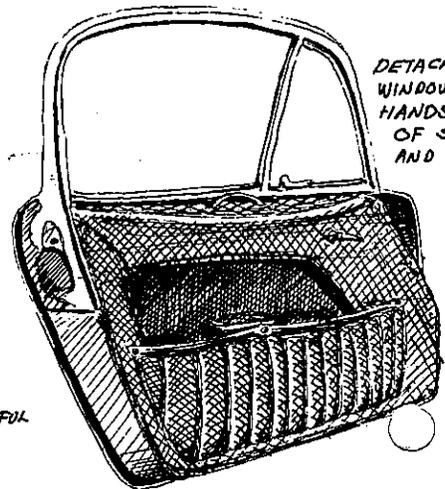
A CLASSIC EXAMPLE
OF THE LOTUS PHILO-
SOPHY, THE DOOR
HANDLE WAS RE-
DUCED TO ONLY THE
NECESSARY FUNCTIONAL
ELEMENTS



LOTUS ELITE

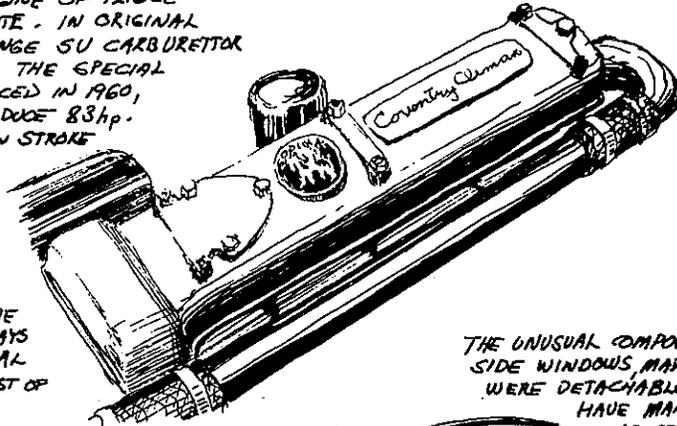


CREDIT FOR THE GRACEFUL
LINES OF THE ELITE MUST GO TO
COLIN CHAPMAN & PETER KIRWAN-TAYLOR,
AN ACCOUNTANT BY PROFESSION



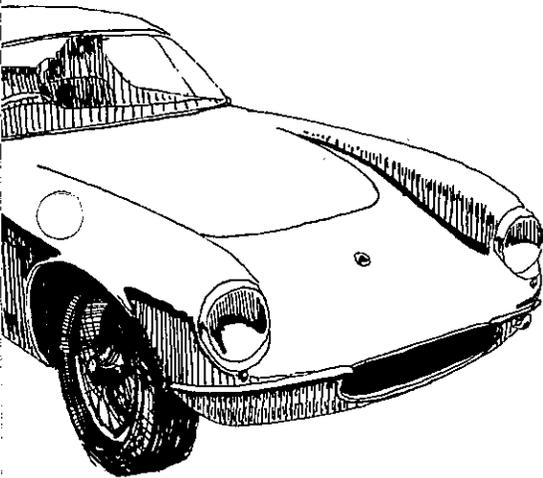
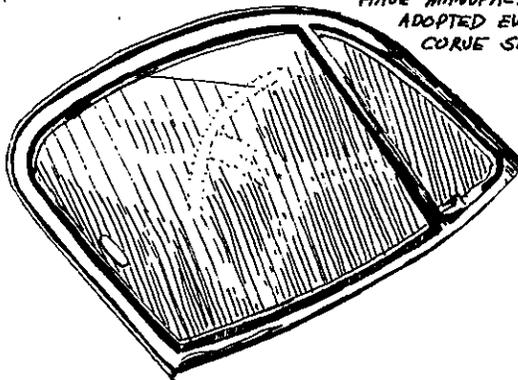
DETACH-
WINDOWS
HANDSON
OF SIDE
AND AIR

THE CONVENTRY CLIMAX FIVE ENGINE OF 1216 cc
 WAS SPECIALLY MADE FOR THE ELITE. IN ORIGINAL
 FORM THE ENGINE USED A SINGLE SU CARBURETTOR
 TO PRODUCE 75 hp @ 6,100 RPM. THE SPECIAL
 EQUIPMENT ELITE, INTRODUCED IN 1960,
 USED TWIN SU'S TO PRODUCE 83 hp.
 4-CYL. 3.00 IN BORE 2.625 IN STROKE

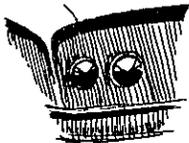


SURPRISINGLY THE
 VALVE COVER DISPLAYS
 MORE NON-FUNCTIONAL
 DETAIL THAN THE REST OF
 THE ELITE

THE UNUSUAL COMPOUND CURVE
 SIDE WINDOWS, MADE OF PLEXIGLAS,
 WERE DETACHABLE. ONLY RECENTLY
 HAVE MANUFACTURERS
 ADOPTED EVEN A SINGLE
 CURVE SIDE-GLASS

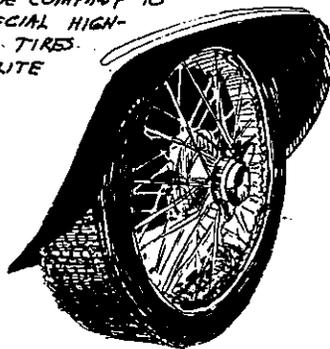


THE SIDE
 ALLOWED A
 ARRANGEMENT
 POCKETS
 REST



AT FIRST CONTROVERSIAL, THE
 TRUNCATED TAIL OF THE ELITE
 HAS BECOME A POPULAR 'PER-
 FORMANCE CAR' CLICHE.

CHAPMAN CO-ORDINATED WITH
 THE FIRESTONE COMPANY TO
 PRODUCE SPECIAL HIGH-
 PERFORMANCE TIRES
 FOR THE ELITE



CHAPMAN-STRUTS ALLOWED
 INDEPENDENT REAR-SUSPENSION
 TO HANDLE A WIDE RANGE
 OF LOADS

LOTUS/WEST INCOME & EXPENSE
For Month Ending 1-31-73

Income:		
Membership Dues (56 Members)		\$512.50
Expenses:		
Printing - Stress Cracks & Snow Trip Flyer	\$ 61.00	
Postage	20.24	
Trophy Expense - Installation Banquet	87.97	
SCC SCC Dues	10.00	
Club Activity - Banquet	<u>144.80</u>	
Total Expenses		<u>324.01</u>
INCOME OVER EXPENSES		<u>\$188.49</u>



FOR WOMEN ONLY

The female membership of Lotus/West is interested in forming an all-woman slalom team.

Women compete against the times of other women and three women comprise a class. So for every three women in a class, a trophy is given. The more women driving, the better chance of earning a trophy.

The classes are according to the modifications done to the car - basically Stock, Prodiged or Modified. So you're driving against other cars generally similar to yours.

You don't have to be an experienced driver to compete. In fact slaloming is an excellent way of learning the Lotus and improving your skills.

If you're interested in joining our team or have any questions, please contact Donna Dill by February 28. Phone 884-9362.

Members Choice Editorials

Over the years, two editorials stand out as the ones receiving the most comment from the membership. Oddly, they came in succession, November and December of 1971 - must of been something I ate.

Vol.4 No.11

Pushed the Elite out of the carport - seems fitting to push a fine machine from its berth rather than drive her out. Key click and burst to life - blue smoke in rear view mirror, lumpy idle; warm up for me baby. Blip and slice to reverse, easy, snick to first, blip and we're gone.

Lock nuts flashing in store windows, dials talking and the sun and clouds dance on green and yellow skin. Easing back, arms taut, temp fine - twist her up. So this is what Colin had in mind.

Hard right, up the on ramp. Water there - crossed up - and back to line nearing oblivion in second. Screaming, sucking, howling; sadistic right foot. Third and we're flying. Glance left, twitch the wrist and the fast lane is won! And still winding. Fourth and turbine hum. Fence a blurr - how fast is faster yet? Easy bends come sharper now, using more of lane; dividing dots are buzzing and still faster.

Kanan ahead (Kanan to the sea) and the peak is gone; ease off now. Drift to right - speed way down - snick to third and crescendo down the off ramp swirling the dust of the new day. Scrub off speed, nose down and sliding, eyes left, then right pull to second and the red octagon is green. Hard left and drifting, curb running fast and power on full, too close but the twisting pave beckons ahead.

Canyons yawn and swallow us only to give us up on the other side. Now the ballet begins with body, mind and machine in constant motion and exhilarating harmony. Climbing and diving to the Climax raspy score we dance the skirt of hillock and mountain. Using more than the road we swoop and float only to do it again and again.

West ridge ahead promises the sea below. Slower now, exhaust burbles and change down again - on the verge the tires crunching and sliding to stop. Engine off and brake set, slide out to view the grandeur of where we've run. Air is still, no sound but the clinking of cooling pipes and the thought returns that somewhere along the way we experianced truth today.

Vol.4 No.12

Memories. Mind pictures. Engrams. Electrical tracks down the long halls of the labyrinth whose course is known only to you. Flashes and shadows; echoes of things past, that no matter how hard we may try will never be exactly as before.

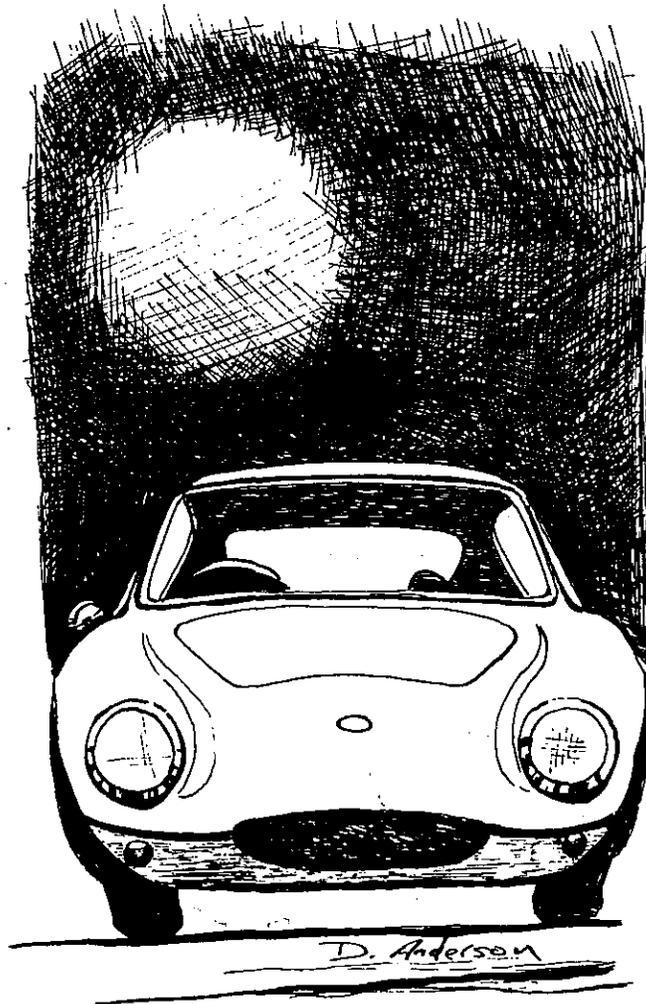
Surrealistic roads trod by ethereal machines - hardly touching - driven as wisps and swirls of smoke. Floating - then darting; clear for an instant then gone again. Colors invade, first brilliant than vague - crazy blendings into vertigo.

And music too - to us perhaps. Of gears and wheels and the rushing wind, but all distant now. A faint hum builds louder and deepens. Closer and feline roar - goes passed and returns to hum again.

And somehow the presence of others. At first heard but far away. Many as one - excited and laughter! Fleeting glimpses - none clear, but all familiar. And feelings as threshold vibrations. None harsh but almost a lyrical shudder.

Close your eyes and look back. You'll see them in no other way. They're neither now nor tomorrow. Once real and distinct they are anon faded and only imagineable.

So for the moment the last page; and another book is closed. But before that walk aways back with me and recall a friend some of us once knew. He exists only there - but no, he's with us now - you see, he truly was what we are all about. Fair thee well dear Scott.....



THE MARK 14: THE LAST REAL LOTUS

The history of the Lotuscar is something of a trilogy whose parts are most clearly delineated by the changes in the Team Lotus racing colors. These changes more or less marked the end of eras; each era reflecting the evolution of Colin Chapman's motorcar philosophy; the change in needs of the motoring enthusiast and the onset of a collective ecological conscience.

The first era, which I see in my usual surrealist way, can be called the Era of Purist Green. (The naming of the others I'll leave for another day) Its passing is quite easy to demonstrate. First began the reorganization of Lotus Cars Ltd. to include racing car, road car, components, marketing, sales and the myriad other sections that served on the one hand to broaden Chapmans scope but on the other it also served to divert the singleness of purpose of the First Era. The motivation was, no doubt, money and Chapman saw that great gobs of it could be made by selling road cars to alot of enthusiasts. And of course, Lotus could sell these cars on the racing reputation of the most successful team the world had ever seen. But by then the dread dilution had set in and Chapman had slipped yet further from the helm. The Second Era car, the Elan, was built for enthusiasts somewhat different than Elite men. No longer was it designed and built by the racing shops and the first customers, assuming a second generation Elite, who turned their cars loose on the racing circuits were horrified to learn that the bloody things didn't go and worse, they didn't handle! Of course the Elan wasn't meant for the racer. (Remember the change in needs of the enthusiast) It was built of proprietary parts in a much simpler way to satisfy a less demanding motoring man and as well, a less affluent one. And what of the demise of the open and winding road that led the purist to seek out a new form of expression -- the turn and squirt sports of autocross and slalom? The Elan served the need. And what of the softer enthusiast -- electric windows, sound insulation - decibels indeed!

And so Lotus went commercial, but lets return to the preceding; the Era of Purist Green and the last real Lotus - the Mark 14 - the Lotus Elite.

Its difficult to determine when Chapman first began thinking about a coupe for GT racing but interest was high and by the Earls Court Show in 1956 he had decided to take a crack at it. Keep in mind that 'til now Lotus was strictly in the business of building racing cars and that was their only reason for existing; still, Chapman was intrigued by the persistence of some of his customers in driving his creations on the street. So, his decision was to build a GT coupe that could be used almost as easily on road as track.

1956 was taken up in the building of the prototype and Colin planned to introduce the car by way of a three car team at the 1957 Le Mans 24 hours. As you know, it took all the prototype teams energy to ready just the one car but it was shown at the motor show at Earls Court in '57 and became the surprize and hit of the year.

The design team for the Elite was headed by Colin who tended to structural requirements. Peter Kirwan-Taylor and Frank Costin were responsible for the shape of the car itself. Its interesting to note that styling sketches were shown to Ford Motor Co. who suggested alternative shapes. Fortunately Lotus stuck to their own.

The Elites construction is still unique in the automotive world and its fiberglass monocoque was the ideal embodiment of Chapmans working criteria of rigid chassis and low weight. The Coventry Climax FWE engine was developed to come as near as possible the 1300cc racing class. The Elite had

discs all around (inboard at the rear) and all independent suspension based on the Lotus Formula II car. Hours could be spent describing the Elites technical specification but for now suffice to say it followed racing car practice throughout. Its top speed in 'street' trim was 115 but its 1220cc engine pushed its all up weight of 1400 pounds to over 130mph at Le Mans.

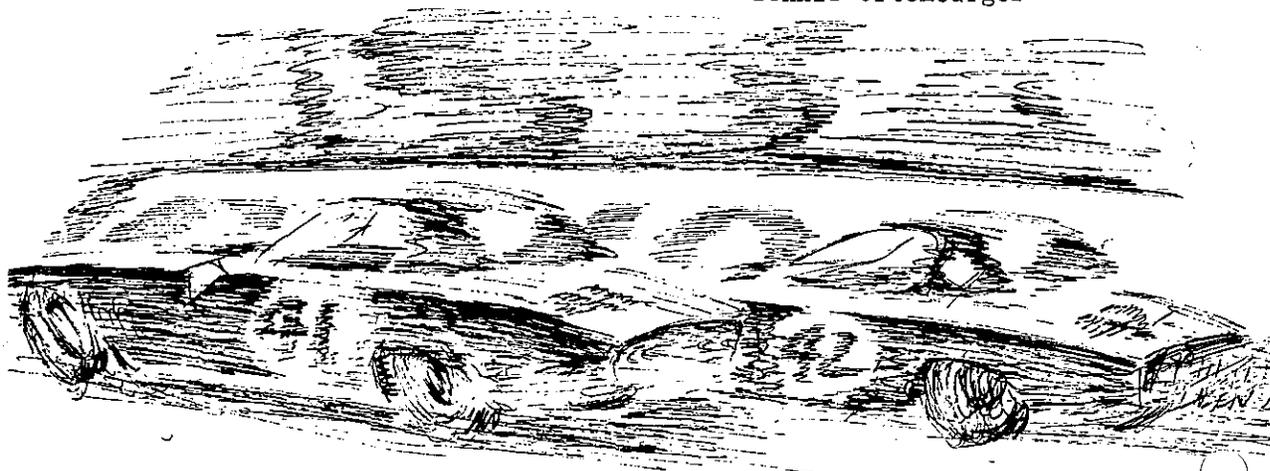
Buyers of the first Elites were selected on the basis that they race their cars, and these very early examples were called preproduction Elites. Colin thought that these first owners- through competition- would provide a more than adequate prototype testing program. And he was right. By the time regular production began in 1958 several modifications over the original design had been made. The really impossible thing was that these first Elites were enormously successful and more often than not did battle with cars considerably higher in displacement. Numerous drivers made their names in Elites and even Colin and the then unknown, Jim Clark, had momentous duels on the racing circuits of England.

The Elite was finally entered at Le Mans and proceeded to win at least one class there for 6 consecutive years. The Elite raced at the Nurburgring, Sebring and a thousand places in between and would end as one of Chapmans most outstanding and successful designs.

Fewer than a thousand of these magnificent machines were built during the six year production run. The nature of its construction, its buyer and its creator finally determined its end.

One final and personal comment on the Elite. Besides being the last of a lot of things, it was also the last of the Lotus organic designs which I feel is particularly unfortunate. The beauty of line that came off the boards of Costin, Zagato, Boano and the like has been replaced by the harsh and gimmicky straight line and angle so much in vogue today. It's even more tragic that Lotus, whose use of a material that by its very definition lends itself to the graceful and flowing, has chosen to bow to the fad. And hasn't that spelled fine' to more than one genius?

----- Dennis Ortenburger



LE MANS 1959 8TH & 9TH OVERALL, 1ST & 2ND 1500cc GT CLASS
FITZWILLIAM TEAM ELITE PETER LUMSDEN / PETER RILEY
BORDEAUX REIVERS ELITE JIM CLARK / JOHN WHITMORE

Lotus/West announces and welcomes the following new members:

Paul & Susan Ash, Europa Twin-cam
Richard Bredthauer, Elan
Ronald Crowick, Elan
Ira Emus, Elan

Martin Heacock, Elan
Jim Lissner, Elans
Gillian Rice, Elan
Jeff & Donna Tousley,
Europa

Rejoined: Graig Turner

A new directory will be coming out the end of March. Anyone having any changes or corrections should have them to the Corresponding Secretary, Sharon Garrison by the 7th. of March.

What They're Saying About Lotus

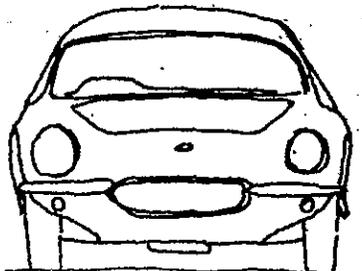
from Jan. '73, CAR

It must not be thought that these Brummagem confections are an insurance against all ills. Somewhat to my surprise I found that the SP Sport Tyres on the Lotus +2S 130 constituted a noticeable bar to the realisation of the roadholding and handling potential that the car manifestly has. It is time this superbly stable and potentially still incomparable driver's delight were equipped with more generous wheels and tyres, for I am sure it could be made to corner harder and twitch faster than it can on its present underprivileged original equipment. Even so it is still a pleasure to drive this Lotus, and I have yet to encounter *better* steering in a road car—and that includes the Citroen SM. I have always applauded that part of the Chapman engineering philosophy that has led him to produce cars that are petite jewels of a racing provenance: for why need a car be larger unless it is to carry four adults? Why should it be heavier? What need has it of a more consumptive engine? What point is there in creating more than the minimum of aerodynamic drag? And what can you possibly find to

embody this philosophy more thoroughly than the Lotus, unless it be one of those lively lightweight Alpines of which, alas, I have no experience?

The other side of the coin is one that in the past I have always deplored: careless finish, shoddy workmanship, poor inspection, and indifferent standards in bought-out components, have combined in the past to make any Lotus a high-speed potential headache. Things seem to be a lot better now, and apart from the traditionally smoky exhaust which combined with tyre smoke to leave an immense and opaque pall at the standing start of my measured quarter mile I could not fault the car... until the alternator failed.

It was not, of course, a Lotus alternator, but one made by another five-letter firm whose name has 40percent in common. However, knowing that to get at anything in the depths of a Lotus bonnet demands a mechanic who is also a master of critical path analysis, I judged it prudent to get in touch with Lotus rather than seek out some local branch of Cox & Company. The way my message was received was quite touching: because Lotus had fitted the thing they felt responsible for it, and the two chaps who came down to instal a new one were so patently in love with their work, proud of their product and genuinely—almost inconsolably—upset by its failure to behave impeccably that the Lotus reputation took a smart turn upwards in my estimation. What the Lotus dealer network is like I would not care to think, but if the factory is staffed by men such as these two that I met, then it can hardly fail to do a better job than any of its competitors.



JIM CLARK

It's good to remember old friends.



DRAWING BY JOHN W. BARNES, JR.