



LOTUS TIMES

December 17, 2006

No. 4

Club News

OK; so where's winter? It's supposed to be real cold and there is supposed to be enough natural snow for us skiers/boarders to annoy the natural wildlife that is already supposed to be hibernating like our cars. Darn, salt trucks have already been out for the past 2 months anyway.

We get email!

"Good Morning Harald,

It was good to see you again at the recent Hudson car show - what a wonderful day - and I hope that you have been enjoying what has turned out to be a rather hot summer, but no complaints from me.

I always enjoy reading The Lotus Times but I appear to have missed receiving issue # 4 and was hoping that you could re-send me a copy - I have issues #3 (April 1) and #5 (August 4)

Best wishes,
David TVR/CS7"

Hi David,

Please find attached issue #4. Excuse the inability of the editor to be able to count sequentially to the number five (5) without missing a number. You do understand that with volunteers, and the high cost of membership, you often get what you pay for.

Our sincere apologies,
Ed.

Up & Coming ECLC Dates

Sept. 20
ECLC Christmas party/meeting.

Jan 17
ECLC Regular monthly meeting @ Swan on the Rideau, starting after 5:30 pm

Feb 21
ECLC Regular monthly meeting @ Swan on the Rideau, starting after 5:30 pm

Aug 24-27
LOG 27 to be held in Aspen, Colorado



The Lotus Bonfire was another splendid evening. Not a lot of bonfire but a great evening along with good company and conversation, not to mention the fine BBQ'd cuisine. Thanks again to the Dobbies who provided the venue, food and expertise.



What's Mike up to? He booked at the newly opened Calabogie Motorsport Park for the Goodwood in the Valley event. Ron asked me to bring the GRD F2 car as it looks so nice. He ran the Watkins Glen Zippo event, the Tremblant Fall Classic and the Mosport Celebration event so he's starting to get the feel for the car. He did a 1:27.7 at Mosport on the Sunday and came 3rd in the Formula Libra class behind two Pro Formula Mazda's.



John Buszard reports on 10/11/2006: I did my track day at Calabogie Motorsports park last Thursday and wont be able to go on the weekend because I have to replace both the back and front brakes on the car which all wore out together at Calabogie.

The track is over 5 km long with lots of bends (23?). It is not an easy track to learn (for me anyway) and it was really only in the afternoon of a full track day that I knew the track well enough to know for sure what was coming next and really enjoy myself. No one inspected my car, helmet or required a roll bar before I set out on the track. It is more a Mini or Seven track than a TVR track. I was driven round in a new Mini Cooper which really felt good on the bends whereas in the TVR I seemed to be sitting there on the edge with my wheels squealing waiting for the end of the bend so I could put my foot down. I only spun off once though! In part this is probably due to the track not being covered with racing rubber so I had to use my own tyres instead of picking up racing rubber off the track as I drove round. I think I reached 100mph on the pit straight and about 115 on the longest straight so it is not a very fast track.

I think you need at least an hour on the track to learn it. There are a few corners where you can't see what's coming and some that I couldn't seem to find a good way round after several hours.

The TVR failed the noise test by 1.5 dB but this was not taken until the near the last session and I had decided to call it a day because my brakes were not really working. I ran out of pad completely on my way back to Ottawa.

The drive there was spectacular and Calabogie is lovely. There was no coffee at the track but the nearest garage (at the turn off from the 511 and which sell 94 octane) does coffee and great fried breakfasts.



There is also a good pub with excellent food slightly closer. John Buszard

Ed Luce reports; I did the Calabogie thing on Sunday in the Jensen-Healey.

There were a very large number of cars out - somebody said around 200 - and about half of them were in my group. So sessions were quite short, and a lot of time was spent cycling the groups. That said, the track did not seem to be terribly crowded (but I didn't spend any time being a spectato-head, so maybe I just got lucky when I was out on the track). In the end, not a lot of track time for the price of admission.

Part of that was due to there being lots of waiting around, unfortunately. There were a couple of 'incidents' with the race car groups - one lucky soul left oil all over the line from turns 1 through 7, and more farther up the track. What worries me is that either a great many marshals missed that and he wasn't black flagged in a timely



fashion, or else the marshals were on the job, but the driver was quite oblivious to their flag waving...

Someone else got bent in the resulting spin through the oil. That all took a long while to clean up. And then one of the open-wheel cars went off later in the day.

MCO did a very nice job, however. The track appeared well marshalled, the corners were all well coned - in fact gated for the first sessions. Lots of instructors were available. The best part was that they had put up little left and right arrows and number signs at each corner to help us all keep from getting well and truly lost on the course.

The track itself is a monster. So many corners to remember, so many of them blind entries. I think no fewer than three decreasing radius corners. It struck me at first as being unnecessarily "mean", but it then occurred to me that it is a track for racing on, not for lapping. It's been designed to eat the imprudent and the inexperienced alive if they lose their concentration during a race. I just wish there were more run-off areas, gravel traps, etc.

A problem when it comes to attracting 'real' racing may be that there is a noise restriction in effect at the track. A number of people went home rather than restrict their race cars. A large number of other



cars ran with 1 metre long red supplementary mufflers - I saw a Porsche Turbo with two of them sticking straight off the back of his dual exhausts. They protruded back so far that he looked like he should have had a red 'long load' flag on the end of them... The noise thing is a sign of the times, I'm afraid. There is now nowhere far enough from 'civilization' that there won't be complaints from the Philistines who do not appreciate the artful noise of fine engineering.

Where's Bruce?... I was basking in 30 deg. C. weather in Santa Cruz Bolivia last week mindful that I should enjoy it, since Lotus & Hayabusa weather is quickly coming to an end for the 2006 calendar year! See you December 20th,

We have the regular monthly meeting on the 3rd Wednesday of each and every month to catch up with each other. We still meet at the Swan on the Rideau, 2730 River Rd., just outside Manotick Ontario on the 3rd Wednesday of each and every month. As always, owning or driving a LOTUS is purely optional. Come on out and join us.

Oct. 10, 2006
Mike Kimberley Confirmed
as CEO of Group Lotus
plc

The announcement was made by the Lotus Group International Limited (LGIL) holding company board on 20 September at the same time as Mr Kimberley was outlining the sports car maker's new high-level strategic five-year business plan.

A highlight of the plan, which has the holding company board's full support, is the introduction of a new mid-range Lotus set for launch in December 2008 and a Lotus/Proton high performance model, due in May 2008.

Mike Kimberley was the managing director of Lotus in the Colin Chapman era and took over as CEO after Chapman's tragic death in 1982. The holding company invited him to return to Lotus in May this year in an acting role to review the Group business and operations.

Mike Kimberley, CEO, Group Lotus plc said: "I'm honoured that the main Proton

holding board has put their faith in me. Lotus has always shown great innovation and vision; as a team at Lotus, we are all determined to realise the company's full potential and justify Proton's confidence in us."

Mike Kimberley's background:

Mike Kimberley has been associated with the Lotus brand for over 22 years, since joining its founder, the late Colin Chapman in 1969. He worked his way up the Company, was appointed as the Managing Director of Lotus Cars Ltd. between 1976 and 1983 and became the CEO of Group Lotus Plc from 1983 until the end of 1991.

Mike is a well-respected veteran of the international automotive industry, having spent over 30 years with various world-renowned automotive companies including General Motors, Jaguar and Automobili Lamborghini SPA.

Two of his major achievements were the rejuvenation of Group Lotus Plc (following the death of its founder, Colin Chapman) in 1983 and the revival of the Italian supercar maker, Automobili Lamborghini SPA, in 1994.

More recently, he was appointed to the Board of Directors of Group Lotus plc as well as Lotus Group International in August 2005.

13 October 2006



Lotus Versatile Vehicle Architecture wins Major Aluminium Industry Award

Lotus Engineering, the engineering consultancy division of Group Lotus plc, has been awarded a major industry award for its innovative and technologically leading Versatile Vehicle Architecture (VVA).

Lotus Engineering won the European Aluminium Award 2006 in the "Transport and Automotive" category held at "Aluminium 2006" - 6th World Trade Fair and Conference in Essen, Germany. At "Aluminium 2006", Versatile Vehicle Architecture technology was demonstrated by the "APX by Lotus Engineering" prototype vehicle that was first shown to the world at the Geneva Motorshow earlier this year. The APX (

Aluminium Performance

Crossover) is the first example of a complete vehicle built on the innovative Versatile Vehicle Architecture (VVA) – the first Lotus production car using this technology will be the new Lotus Esprit flagship sports car to enter production in December 2009.

The innovative VVA technology offers a fast-to-market, cost-effective approach to differentiated niche products by spreading the development, investment and bill of materials burden across a range of niche vehicle variants, without the compromise that stems from conventional 'platform sharing'. The key to the VVA architecture is the extensive use of Aluminium in the form of high-pressure die cast corner nodes that are combined with extruded and pressed

aluminium via bonding and mechanical fasteners.

The European Aluminium Awards Jury recognised that Lotus used its knowledge in lightweight materials, such as Aluminium, to its advantage to build the APX, and that Lotus satisfied the Jury's key criteria of originality, functionality, design, durability and recyclability.

Lotus won this award back in 1996 for the Lotus Elise chassis - at the time a ground-breaking and innovative technology itself.



Tuesday 26th September 2006

Lotus Sport Cadena Secure GT3 Team's Championship

In its first year of competition, Lotus Sport Cadena has secured outright GT3 Team Championship honours in the highly competitive British GT Championship.

Such has been the Lotus Sport Cadena dominance this season, they secured the title with one race in hand.

Said Chris Arnold, General Manager Lotus Sport:

"I am absolutely thrilled that Lotus' re-entry into British motorsport at this



highly competitive level has been so successful. We have a great team of people here at Hethel, both working at Lotus Sport and the Cadena team. This has been a team effort in the truest sense of the word. I'm very pleased with the technical progress we have made this year and the car's reliability has been fantastic. We are now starting to see the real potential of the Exige on the race track."

Paul Whight, Team Principal
Lotus Sport Cadena, confirmed:

"It is with a true sense of achievement that I look back on the British GT Championship this year. Working shoulder to shoulder with Lotus Sport, Cadena has developed the GT3 Lotus Exige race car to a standard proven capable of taking on and beating the likes of the mighty Aston Martin DRRS9 and Porsche 997. These are cars which come with significantly higher horsepower and of course, significantly higher price tags! To win the Team Championship in our first year is a reflection upon all our team members, each of whom has worked tirelessly both at the workshop and at the track."

For Lotus Sport Cadena, the 2006 season was scheduled to be a development year, with the Cadena team and Lotus Sport working hand in hand to develop the Lotus Exige GT3. However, there were early indications that both team and race car were capable of challenging for overall honours, crystallised by a brace of sensational outright second places (and class victories) at Mondello Park in Ireland back in June.

The new-for-2006 FIA GT3 regulations were always going to encourage intense competition across Europe - and that has

certainly been the case with the British GT Championship. Former British Touring Car entrants Barwell Motorsport fielded two 550bhp Aston Martin DBRS9 GT3 cars, the Damax team, which has been at the forefront of GT racing for many years, boasted the works Ascari entries, with Trackspeed, Tech 9 Motorsport and RPM all relying on the popular 997 Porsche.

Notwithstanding the level and depth of GT3 competition this year, Lotus Sport Cadena has proven that the 1.8litre, 285bhp Lotus Exige GT3 race car is the leader in its class. Lotus would like to thank its suppliers and many supporters worldwide for their valued contribution to this year's programme.

At LOG 26 Lotus announced

...the street-legal 2007 Exige S at LOG26, which will replace the sold-out normally-aspirated 2006 Exige effective immediately.

Approximately 300 units per year will be available, with a base sticker in the mid-50s US dollars. All '07 Elise colors will be available, and options such as the track pack cost extra. Deliveries begin in November 2006; the first shipment is already on the boat headed for the West Coast.

If you thought rearward visibility was tough in the previous Exige, wait until you try to look out through the air-air intercooler mounted at the end of the roof snorkel. Colin Price says the Jeckyll-and-Hyde behavior of the n/a powertrain is gone. No more keeping it on the boil between 6300 and 9000...the force-fed induction system makes torque everywhere, and the new variable-engagement



programming for the VVT system makes the cam cutover practically seamless. Hubba hubba hubba. They ran one at the LOG track event on the Monday.



Proton - A Fork In The Road

From: The Economist
Malaysia's Crisis-Ridden National Carmaker Faces a Stark Choice.

November 30, 2006 | HONG KONG: What will become of Proton, Malaysia's struggling carmaker? A political project set up in the 1980s, it never picked up speed, has been overtaken by foreign competitors and has become embroiled in a struggle over its future direction. With its cash reserves running low, it is now in danger of breaking down altogether. The government, which hopes to place the company with a "strategic partner" by next February, simply wants to extricate itself from the mess with the minimum of humiliation. Which route it will take is the subject of feverish speculation.

Proton was set up by the government in 1983 and started building cars two years later in association with Mitsubishi of Japan. It was a central part of the strategy laid out by Mahathir Mohamad, the prime minister at the time, to transform Malaysia into an industrialised nation by 2020. The idea was that a big carmaker would create jobs, provide access to technologies, bring in export earnings and spawn a host of supporting industries. But Proton never got big. Although it once had 65% of the local market, output never rose above 227,000 cars a year and exports never exceeded 20,000 units annually. In an industry dominated by a handful of global giants, each producing 3m-6m cars a year, Proton remains a minnow.

Yet it has refused to scale down its ambitions. Proton has built factories capable of churning out 1m cars a year and has launched a range of models. But quality is poor and low volumes mean it is not able to compete on cost. Even local consumers have become fed up with Proton's cars, with their sharply declining second-hand values. They have switched loyalties to what was once the second national carmaker, Perodua, which is now controlled and very competently run by Japan's Daihatsu, part of Toyota. Proton's market share in Malaysia has fallen steadily in the past few years and is now just 31%.

The crisis has intensified in recent weeks because Proton's cash is running out. In 2003 it had 3.8 billion ringgit (\$1.1 billion) in the bank, but today it has only 500m ringgit, half what it had in March. Hence the government's recent announcement that it was in new talks with two big European car groups, Volkswagen and PSA Peugeot Citroën, with a view to selling part or all of its



stake to one of them or forming some kind of strategic alliance.

The trouble is that Proton is not just an ailing carmaker. It is also a political hot potato, since it is caught up in the feud between Dr Mahathir and Abdullah Badawi, who succeeded him as prime minister in 2003. Mr Badawi sees the firm as a liability, but to Dr Mahathir any sale would be tantamount to dismantling his legacy. Khazanah, the national investment authority and Proton's main shareholder, is also reluctant to sell because of the write-down it would take. To complicate matters further Proton's management, in an effort to assert control, has signed vague letters of intent with carmakers including Peugeot and China's Chery. And three local car importers, DRB-Hicom, Naza Group and Mofaz, separately offered to buy Proton in order to keep it in Malaysian hands.

But even if a buyer can be found, a sale would cause other problems. Foreign buyers would be interested mainly in access to the market, not in Proton's factories, models or headstrong managers, who insist that a little more investment is all that is needed to turn the firm around. And although another carmaker could use Proton's manufacturing plants, it would make little financial sense, since most parts would have to be imported. Foreign component-makers, put off by Malaysia's rules that give advantages to ethnic Malays, have set up shop in Thailand instead.

Malaysia's government, the prime minister and his meddling predecessor do not have long to decide which way to turn. Should Proton give up and become a tiny part of a global carmaker, or

should it struggle on in the hope that things will somehow improve? Selling out to a foreign firm would be humiliating. But Proton's struggles are already a national embarrassment as it is.

Lotus owners, mark your calendars!



For those of you new to the Lotus world - LOG 27 is the 27th annual Lotus Owner's Gathering presented by Lotus, Ltd. - "North America's Largest Lotus Car Club". LOG 27 will be held August 24-27, 2007 in Aspen Snowmass, Colorado. Lotus owners from around the world are already planning to gather at the Silvertree hotel for four days of the premier Lotus event, situated within the Snowmass ski slopes

The theme for this year's event: "Celebrating the Spirit of Colin Chapman" recognizes the founder's principles in the DNA that follows to this day in every Lotus, from the Mark I to the newest Elise and Exige models.

We expect this Lotus Owner's Gathering to be another very exciting and memorable one. We plan on welcoming Mike Kimberley, CEO of Group Lotus as a special guest of Lotus, Ltd. We look forward to him bringing more exciting news about upcoming new cars from Lotus, including the much-anticipated new "Lotus Supercar," the Esprit and more. LOG has proven to be a favorite location for Lotus to preview new models for the loyal owners.



In recognition of Lotus racing history, we anticipate reuniting Emerson Fittipaldi with his Lotus 72 JPS World Championship car and his mechanic Bob Dance along with current Classic Team Lotus head, Clive Chapman. We also will have a special message delivered to the LOG by Hazel Chapman in celebrating the 35th anniversary of that Championship season and a special performance of "Working All Nighter" as performed by the 1972 team mechanics. Additional special Lotus anniversary cars such as the Seven and Elite, which were introduced 50 years ago, the Elan and Elan plus Two, will also be celebrated along with more recent Lotus race champions like the 1992 World Challenge winning x180R.

TV personality (www.speedtv.com) Alain de Cadenet and guest speakers take the stage to give us a glimpse into the mind and character of Colin Chapman. While most known for his "Design by Victory" shows, Alain is an accomplished builder and driver of numerous cars and titles. You also may recognize him by his appearances on the Barrett-Jackson TV auctions.

Sunday's activities feature an autocross, a local road rally and an evening banquet. Monday will be our exciting track experience at historic Woody Creek Raceway, a mere few miles from the hotel.

Come for the LOG and stay for the memorable family vacation at special LOG lodging rates from \$95.00 per night. The special rates are good for as long as you want to stay before or after the LOG. We have lots of activities planned for family member that may not be as car crazy as we are, so they can be doing memorable things while we play with our Lotuses.

Plan on attending whether or not you are bringing your Lotus. Exotic Car Transport is able to provide a very attractive rate for those who want to have the fun at Aspen, without fighting the trip from home to the LOG. Estimated cost is \$1,500USD with some size and location restrictions. You will regret not bringing your car, I can guarantee that. The Aspen airport is only 7 miles from the LOG hotel.

If you want to get the flavor of what to expect, go to www.log27.com and view the video. Check the site often to see the most up to date information.

Any questions, comments or suggestions please let us know!

Lew Gaskell
Media & Promotions Chairman -
Lotus Colorado
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*Forwarded from Corinthian
Vintage Auto Racing yahoogroups
message thread.*

*WORTH READING VERY CAREFULLY
Interesting Article on Motor
Oil.*

*This was posted on the some
British Car web forums and based
on the feedback it is not widely
known apparently -----*

NOTE: Beware; It may be a sales ploy. YRMV

OIL IS KILLING OUR CARS!!!!!!

By: Keith Ansell, Foreign Parts
Positively, Inc.

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP)



in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To another major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the

"new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our



camshaft properly and followed correct break in procedures.

representative from a major supplier of performance and street engine parts (EPWI)



stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this

additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off the-shelf oil".

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with.

From the camshaft manufacturer (Crane): "use our additive" for at least the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about \$12.00 for each oil change for an 8 ounce can (This problem seems to be something GM has known about for some time!).

From Redline Oil: Use our street formulated synthetics. They have what we need!

From our major oil distributor: Distributing Castro, Redline, Valvoline and Industrial oils: "After over a week of contacts we have verified that the major oil companies are aware of the problem". "The representatives of the oil companies today are only aware of marketing programs and have no knowledge of formulation". The only major oil companies they were aware of for doing anything to address this are Valvoline that is offering



an "Off Road 20W-50" and Redline.

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils.

Last question: So what are we at Foreign Parts Positively going to do?

After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated. Castrol, owned by British Petroleum, is now just a brand name. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech oil in new engines for about 3 years so the cost difference in changing to Redline is minimal. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel, which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, are destroying our cars as it isn't the same stuff we were getting even a year ago.

For the cars that use "engine oil" in their gearboxes this may even pose a problem as these additives that have been removed could be very critical in gear wear. We will be using oil specifically formulated for Manual Gearboxes with Brass Synchronizers. The only oils we are aware of that fit the criteria are from General Motors and Redline.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e.: every British Car owner know that things are changing and we MUST meet the challenge.

Keith Ansell, President
Foreign Parts Positively, Inc.
<http://www.ForeignPartsPositively.com>
360-882-3596

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More:

At this time, late October 2006, it appears that our old staple, Castrol, has reduced the ZDDP in GTX to about half what it used to be. The safest bet right now seems to be either the use of Redline (synthetic) or Valvoline VR1. Today I purchased 7 quarts of Valvoline VR1 20W-50 at AutoZone for US\$2.79/quart.

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More from Keith Ansell:

Oil is Killing our cars Part II

Last month's report on this subject is turning out to be just the tip of the iceberg! Many publications have had this subject of zinc-dialkyl--dithiophosphate (ZDDP) covered in varying depths over the last few months. Some publications have even had conflicting stories when you compare one month's article with their next



month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol. We have been very reluctant to "dump" Castrol, as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after break-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD for any oil (Any Brand) that is marked "Energy Conserving" in the API "Donut" on the bottle, these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all "Diesel" rated oils are acceptable.

#2 Castrol HD 30 is a very good oil for break-in of new motors. This oil has one of the largest concentrations of ZDDP and Moly to conserve our cams and tappets.

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

#5 Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary.

Latest conclusions: Running our older, broken in engines on Castrol 20W-50 GTX is ok.



Break in a new engine for 3,000 miles on HD 30 Castrol. New engines (after break-in) and fairly low mileage engines will do best with the Redline 10W-40 or 10W-30 synthetic.

We'll keep you apprised of any new findings! Happy motoring for now!

Thomas C. Davies, PE

British Car Council

The British Car Council web site is now online: www.britishcouncil.com We are members and there is a FAQ in case you want to know more about the council and why we are members.

Rent an Elise

AUTOWEEK (Oct.23) Enterprise rent-a-car will have Elises in selected markets. "More states will be added in the coming months as vehicle availability increases"

Enterprise has placed 100 cars in key "lifestyle" markets, mainly in coastal California, Las Vegas and south Florida. Dunno when Colorado might make it to the mix, but that doesn't mean that others won't rent the Elise; someone managed to find one in Dallas Fort Worth. \$125/day.

Factory (Lotus) financing is in the works for next year, since many banks won't touch the Elise because it's not in the main NADA blue book, despite having unusually high resale value so far.

OBITUARY: Gilbert "Mac" McIntosh born 2nd May 1925, died 20th November 2006

by Peter Ross.
[Courtesy of the HLR magazine *Historic Lotus.*]

Gilbert McIntosh, known to all as "Mac", died on 20th November at the age of 81 after a long battle with cancer. He was one of the small group from de Havilland which included Mike and Frank Costin, and Peter Ross, who joined Colin Chapman as unpaid enthusiast in the early fifties and brought some aircraft industry influence to Lotus design.

Mac was in the aircraft design department at Hatfield, and had spent time in the stress office. He was responsible for the engine installation on the Comet and Trident. It was natural that he immediately took a keen interest in the Lotus space frame chassis design. When he first appeared at Hornsey in early 1954 the special "works" chassis frame had already been designed, but he got the job of designing all the brackets for the suspension, engine etc. These were often criticised by Johnny Teych and Dave Kelsey at Progress Chassis as being too flimsy and complicated to make, Mac criticise their suggestions as "agricultural", but they eventually got along.

Mac was amazed to discover how little knowledge there was in the racing car world of the loads imposed on the chassis, and he started by making an inspired guess, and when things broke was able to revise his theory until he had a pretty good idea of what was needed. Mac became very much a "back room boy" at Lotus and formed a close relationship with Colin, each having great respect for the other. A keen golfer, Mac would not be free to watch a motor race on the Saturday, but always spent his Sundays with



Colin and Hazel at their home Gothic Cottage. Here was dreamed up the first proper space frame Lotus chassis, the one fitted to the two "works" Lotus Mk IXs in 1955 which closely resembled what would become the Lotus Eleven chassis in 1956. Gone was the large 1-7/8" diameter bottom tube, and now each one would be sized according to the tension or compression load it had to take. There were even detachable tubes to allow the engine to be taken out by a lesson learnt the hard way on the works Mk VIII.

Mac gave an amusing account of the birth of the Lotus Seven one Sunday. Hazel said she thought a simpler sports car was needed, more like the original Mk VI, and Mac agreed, saying that it should not involve much design work as it would just be an unstreamlined version of the Series 2 Eleven. So it was agreed that Colin and Mac would be excused washing up after lunch in exchange for designing the Lotus Seven, which was virtually completed by late that evening.

Mac was given a Lotus Eleven at cost as part thanks for all the work he had done, and converted it to have a hard top and be completely waterproof (quite a task!). It of course had space to carry his golf clubs. Soon after (in 1957) Mac parted company with Lotus when, as Hazel put it, he "committed Matrimony".

Mac was involved with Lotus chassis from the Mk IX to the Type 14 Elite "the latter being of course more complicated and involving a monocoque structure in a relatively new material by glassfibre.

Later Mac left the aircraft industry and brought his aircraft and Lotus experience to

benefit the earth moving industry by becoming Chief Designer for JCB. Colin visited him in 1969 to try to persuade him to come back to Lotus to replace Maurice Philippe as Chief Designer to Team Lotus" but Mac declined.

He leaves a wife Jill, three children Ian, Duncan and Susan, and seven grandchildren.

Donations to the Douglas McMillan Hospice. See: www.dmhospice.org.uk

Proton Sells?

November 22, 2006 As reported by The Financial Times in World News section: Malaysia's national carmaker Proton may proceed with plans to sell at least a minority stake to a foreign investor, possibly Volkswagen. The prime minister has suggested that the government approves of the economic reform.

Second writeup is in the special report Managing Technology section: below a ¼ page picture of a Lotus Elise is an article on IT-Group Lotus has implemented a suite of design and production software tools developed by Dassault Systemes of France. According to Dave Balcom, Lotus head of information management, a design change which took more than 100 hours in the past was reduced to a few minutes using the new tools.

The Financial Times concludes that any other specialist automobile manufacturer can achieve the same savings by implementing the same Dassault software. "In fact, to remain competitive with Lotus, they will have to."



Gosh. I guess that means Porsche might have a backdoor to being competitive with Lotus if Volkswagen goes and buys a stake in Proton.

November 22nd, 2006

RE: Targa Newfoundland, September 2007

To all club members,

Have you ever wanted to legally zoom through your city streets at three times the speed limit? Well, you can at Targa Newfoundland! Have you ever raced your car against the backdrop of a cliff overlooking the ocean one minute, and through a historic fishing community the next? Well, you can at Targa Newfoundland! Have you ever been in a competition where community members lined the streets to see you fly by, and even asked for your autograph? Well, they do at Targa Newfoundland!

What is **Targa Newfoundland**, you ask? In one sentence – it is the *Ultimate Motorsports Adventure* and a “*must-do*” event for motorsports enthusiasts. If you, or your club members, are passionate about motorsports – which I am sure most of you are - this is the event for you! Novice or expert, Targa has a dream drive for everyone.



Targa Newfoundland is a one-of-a-kind event in North America, and one of three such unique events in the world. It has attracted enthusiasts from North America, the U.K, Holland, Bermuda, the Bahamas, and from afar as Australia and New Zealand. Newfoundland, an island off the east coast of Canada, is the one of the only locations in North America that can offer the roads, challenges, the beauty and hospitality necessary to host this event

Our motorsports adventure offers the owners of modern, classic and vintage cars, like your club members, with the opportunity to drive their cars the way they were meant to be driven. Now in its 6th year, Targa Newfoundland follows a proven format with a mix of leisurely “transit” sections, and full-blooded, competitive sections for prepared vehicles on closed public roads. This seven-day event in September covers 2200 kms of the island, including more than 500 kms of competitive, closed road Targa stages.

Competitors can enjoy the event in a variety of different ways:

- 1) *Targa Competition* – for the experienced entrant who loves speed and tough competition
- 2) *Grand Touring* – for competitors who want a balance of speed and precision driving. You will travel the same route as the Targa Competition but your focus is to stay within a given time window.
- 3) *Targa Tour* – Collectors of unique and rare vehicles can enjoy all that Targa Newfoundland has to offer, but without the pressure of competition or the need for stringent vehicle preparation.



I have attached a link to a [colorful newsletter](#) for you to review, and if you have any questions or need more information, please do not hesitate to contact either myself, or Laura Murphy at the numbers below. You could also visit our website <http://www.targanewfoundland.com>.

We would also be pleased to provide material, including some exciting photographs, for your club newsletter, magazine and bulletin board. Depending on dates and availability, we can even provide an entertaining guest speaker for a club meeting!



Robert Kriebel and Donald Collins of Quebec, Canada in their 2006 Lotus Elise, Targa Newfoundland '06

We look forward to hearing from you soon and hopefully seeing you and a few of your club members this September!

Thank you,

Sincerely,

JORDAN CARROLL

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"Be seeing you"

Lotus Times is the unofficial newsletter of the Eastern Canada Lotus Club (ECLC) and may be published anytime between January and December. The opinions within may not necessarily represent the views of its members, directors or anyone else living or deceased and knowing that Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".

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