

L O T U S
L E T T E R



Cover: 2006 saw the entry of the long-awaited Lotus Elise in Canada. Taken at the Toronto Triumph Club's British Car Day, Bronte Park, 2006. Photo by Chris Marson, an Elise owner, of course.

Photos:

*Chris Marson
Glenn Grainger
Michael Eddenden
Redline website,
Shell website
Lotus Eleven website*

Winter 2007



M. Eddenden Editor

The Lotus Club of Canada

meets the second Monday of the month. For next month only-February- we will be meeting at the Highland Yacht Club, at the foot of Brimley Road on the shores of Lake Ontario. For the Yacht Club Gate Password call David Good at 416 286 1313.

The next meeting, February 10, 7:00pm, 2007, is the Club's annual Winter Party. See article in this issue.

The Club's website is <http://lotusclub.ca>

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Lotus Club of Canada's 2006 Fall Run. Note the variety: Seven, Europa, two Elises, an Esprit, a Mazda. In all some 10 cars took part.

Winter Party

RSVP's NEEDED ASAP

THE WINTER PARTY is **Saturday, February 10, 2007 at 7:00pm**. It will be held at the Highland Yacht Club in the same spacious Lounge & Bar that hosts our monthly meetings. Cost \$7. per person.

If you are coming you must RSVP David Good at 416 286 1313 or at emma_nuestra@hotmail.com. This is important as we need to know how many people to buy for...and cook for in advance. We also need volunteers to set up before and clean up afterwards. You can also RSVP Rick Chapman at 519 941 9347 or at lois.chapman@sympatico.ca

The evening will comprise the bar, appetizers, various dishes, salads and desserts for everyone. Someone (that's you) will likely bring Videos and DVD's of past club Events, for our entertainment pleasure, but if not, there are always wildly enthusiastic club members to keep you entertained.

Bring your photos for Don Seibel to scan into our Archives.

To reach the Highland Yacht Club take Brimley Road heading south off Kingston Road, down the hill, then bear left at the bottom. The road then follows the shoreline, Scarborough Bluffs on one side, Lake Ontario on the other, until it reaches the Yacht Club's entrance gate on the right. To pass through the gate you will need The Password; the Clubhouse is far enough away that shrieking and honking will do no good. To obtain the password call David or Georgina Good at 416-286-1313 or by email at emma_nuestra.com. If you forget the Password, the Yacht Club number is 416-267-0224, for those with cellphones.

Hare and Firkin

New Meeting Venue

We have a new venue for the March meeting. After several months of debate, which can be summed up by Leacock's well-known phrase, "and then he jumped on his horse and rode off in every direction," the Hare and Firkin, a pub at the junction of highways 427 and 401, has been chosen.

There weren't a great many venue suggestions, actually there very few suggestions and most of these were vague, and lacked compelling arguments in their favour. For example when asked probing queries such as, "Have you actually seen this pub/restaurant /dinghy back room?" the answer was almost invariably, 'Not really'. So when Rob Bentely, (Europa), not only visited the Pub he was putting forward for consideration, and on a Monday night, but presented each member present with a map showing how to get there with the pub marked by a big easy to spot arrow, we were obviously obligated to vote for it, being faced with such un-Lotus like thoroughness. It helped that it's at the geographical centre of the Club, if the membership is plotted on a map. It's free, as we don't have our own room. Also, we aren't obliged to continue patronizing the pub should it turn out to be incompatible with our needs. There wasn't a vote as there isn't any executive in the Club to take a vote; those attending just thought it a good, and timely suggestion.

The first meeting at the *Hare and Firkin* will take place **March 12, at 7:30 pm**. (The second Monday of month.) The address is 2800 Skymark Avenue, Unit 28, Mississauga, Ontario.

NEW MEETING LOCATION

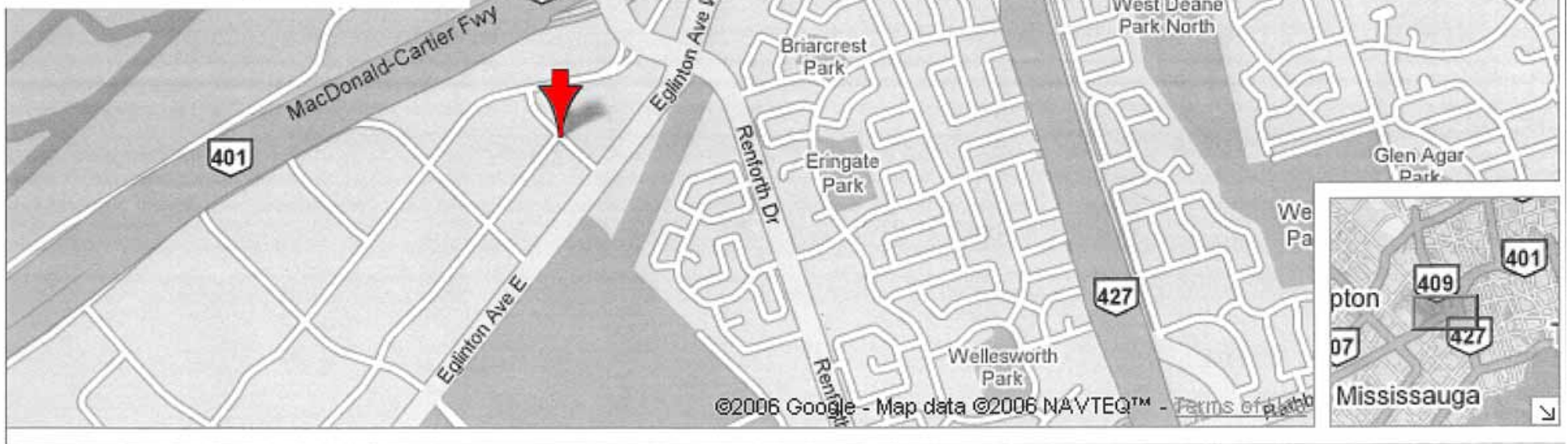


The Hare and Firkin

2800 Skymark Avenue
Unit 28, Mississauga
905 624 4273

www.hareandfirkin.com

The Lotus Club's meetings take place
the second Monday of each month.



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BRONTE

Story/Doodles by M. Eddenden



Then he spotted the nose badge. “It stands for Lots of trouble-usually serious!” said the voice gleefully.

“Oh God,” I thought, “not that old chestnut.” I was sitting in the Seven watching the crowds drift by. I kept my head down, supposedly absorbed in my sketchbook.

“Did you hear what I said,” said the voice again, insistence creeping in. “...Lots of trouble usually serious?”

“What is?”

“It! It stands for Lots Of Trouble Usually Serious...”

“What does?”

“LOTUS! Lots-Of-Trouble-Usually-Serious!”

“Oh...*Lotus*. Lots of trouble, usually serious...” she said slowly, “...That’s good.”

He grunted an acknowledgement. She wasn’t finished.

“Then why did they name it that?” she said, tongue in cheek.

The Gods smile on British Car Day. After a week of increasingly bad weather, in the midst of a wet fall, the sun had appeared on cue, the clouds had departed and the thermometer had risen to tanning temperatures. My face was warm. I would wake to a sunburn tomorrow morning. It was as though it came with the price of admission, like the little plastic bag with the British Car Day dash plaque, the insurance flyers and the urine coloured sample of WD40.



Glenn Grainger took most of the Bronte shots.





Look at this," said Kevin. He pulled an extraordinarily decrepit piece of rusting metal from his bag, carefully, so the jagged edges didn't shred the thin plastic. It looked archeological. It broke in two as he held it up.

"It's the seatbelt mounting on my Europa" he said happily.

Kevin Marson drives a Caterham. It and he are Club fixtures, but a few months ago he bought a Europa from Doug Szoke. Doug had been restoring the car, but back problems and the slow pace of the work had forced him finally, after years of work and a new Spyder chassis, to sell. As Kevin was finding out there's always more to restoration than meets the eye. Not that it mattered. It gave him something to do.

"I've still got to check the other mount," he said, announcing the happy event. I murmured something and Kevin went off to show his trophy to other newly arrived Club members.

A couple sauntered by gazing at the three early sixties Lotus Elites in front of them. Then a lone Isetta, in the next row, cute and white and buglike, caught their eye.

"Ah..." he said, "The original Smart car."

A trio of heavy-set men in safari vests came by loaded with cameras and tripods, seeking photographic quarry. They paused in front the Lotus row to reconnoiter.

"I'm surprised to see so many Morgans," one observed.

It was the year of the Elise. Seven of the cars filled out the long row of Lotus that stretched from the gravel lane at the south end of the field, to Registration at the north end. Red ones, orange ones, yellow ones. Chris Marson had his deep yellow Elise parked nearby. "Want to see my spare tire?" he asked.

There are many fascinating things to examine on the Elise, enough to fill an afternoon if drawn out properly with a dark beer and the right company, but the spare tire was not, I thought, one of them. I was intrigued nonetheless. We walked over to the Elise and Chris popped the trunk lid, except this being the rear of the car, it was actually the hood. Or bonnet. There was a small space between the engine and rear lights. It was the trunk. Being about the size of a Seven's trunk this appeared to me, to be perfectly adequate. There was however no spare tire. Chris reached up into a corner and pulled out an aerosol can. It looked like something used to kill roaches.

"When you get a flat," he said, "you just re-fill the tire using this."





“Rick Walker’s a producer for *Old Autos*.

He was looking to film a spot on vintage cars and stopped by to do a piece on John Greenwood’s Lotus 7, but John was wandering about and while we waited he noticed the trophies on John’s car. I explained they were race victories. At that point, I think his interest switched to old racing cars. He thought the VARAC cars were ‘trailer queens’, that Varac was more of a shine & polish crowd than a racing club. I told him how seriously we race. I pointed out that the MGB on display had run at Sebring that spring, that the Club hosts an annual Festival that draws over 200 vintage race cars from all over North America. So he filmed me explaining Varac. It’s supposed to run in March ’07.”

Fred Samson, Lotus Plus II



The breakdown of cars at Bronte, 2007:

Caterham Sevens	10	(Three from Quebec)
Lotus Sevens	3	(All Series IV)
Lotus Cortina	1	
Esprit	5	(One V8)
Elise	7	(at least 1 from New York State)
Elan Roadster	6	
Elan Coupe	2	
Elan Plus II	3	
Europa	1	
Elite (Early)	3	
Total	41	Lotus/Caterham

Non-Lotus Sevens:

Locost 6, Fejer 1, Westfield 1, Demon 1, Westfield 11 1

Lotus Engineer

Gilbert McIntosh

1925 -2006

The following obituary is by Peter Ross and is taken from the Historic Lotus Registry. I have edited it and added a quote from an interview with Mac on the Simple Sevens website. For anyone interested in the early history of Lotus, especially the Seven, this is a story not to be missed.



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. These were often criticized by Johnny Teych and Dave Kelsey at Progress Chassis as being too flimsy and complicated to make; Mac criticized their suggestions as agricultural. Eventually they got along.

Mac was amazed to discover how little knowledge there was in the racing car world of the loads imposed on the chassis. 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 IX's in 1955, which closely resembled what would become the Lotus Eleven chassis in 1956. Gone was the large 1-7/8 diameter bottom tube. 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 removed, 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 brunch, Hazel said she thought a simpler sports car was needed, more like the original Mk VI. 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. As Mac described it in a 2002 interview, "By tea time we had done a weight check, cost estimate, quick performance check, done a few sketches of bodywork and the

idea looked good - so good we got out of washing up tea and got on with the suspension calcs and drawings. We had finished by midnight and Colin ordered the springs on Monday, moved an 11 chassis in to the panel beaters and the 7 was running by the next weekend.”

Mac was given a Lotus Eleven at cost, as part thanks for all the work he had done. He converted it to a hard top, to be completely waterproof. (Quite a task!) It had space to carry his golf clubs. He always preferred the Eleven to the Seven. *(The photos included here, taken from the Lotus Eleven website, shows Mac with his Lotus Eleven. Mac was surprised several years later when he received a bill for the car; Chapman was unavailable to intervene.)*

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 - 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. 20th November 2006.



The Oil Crisis.

Roger Barker/ Keith Ansell



A few weeks ago I received my Eastern Canada Lotus Club's newsletter. It carried a mildly alarming article about changes manufacturers have quietly made to their oils to avoid damaging catalytic convertors and sensors on modern vehicles. Fine for them, but potentially damaging to our old engines. I contacted Roger Barker (Lotus Elite). Roger is a long time member but more important he's a professional engineer, now working with the Association of Professional Engineers of Ontario, but formerly a research engineer with Shell Canada. I asked him what he knew about all this. His reply is reprinted below.
It's well worth reading.

...This is the third such article I have read on the subject in the last two weeks. I talked to a former colleague who is still in the lubricants business. He confirmed that the Zinc Dithiophosphate (ZDTP) levels are lower in the new API SM oils for gasoline engines - the zinc level has been reduced from 0.1 to 0.08 % weight.. The API (American Petroleum Institute) claims that the oils are still suitable for older engines; however, there is no doubt that there is a drop in the level of wear protection. My colleague was not aware of any widespread problems with cams and cam followers, but those components are critical in severe conditions such as racing, or

immediately following engine assembly and installation of a new or reground camshaft.

Some of the earlier grades of oil (API SL for example) may still be available in mass marketers, such as Walmart and Zellers. However, the better advice is to use a good quality diesel engine oil; they have higher levels of ZDTP and similar levels of detergency/dispersancy additives these days to gasoline engine oils.

An article from VARAC's newsletter suggests Shell Rotella T, which is available in several viscosity grades, both single grade and multigrade (15W40 is commonly available). I think that is excellent advice, and will use Shell Rotella T 15W40 in the future.

*Attached is a article from the MGTORONTO website by Keith Ansell, president of Foreign Parts Positively Inc... **Roger***

About a year ago I read about the reduction of zinc Adithiophosphate (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 was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. 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 a 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 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. "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 needed by their statement: Use diesel rated oils that are usually available at auto stores and truck stops.

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 their 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 the first 500 miles.

From GM (Chevrolet): add EOS, their oil fortifier to your oil. It's only about \$14. for each oil change for an 8 ounce. can (This 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 Castro!: 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.

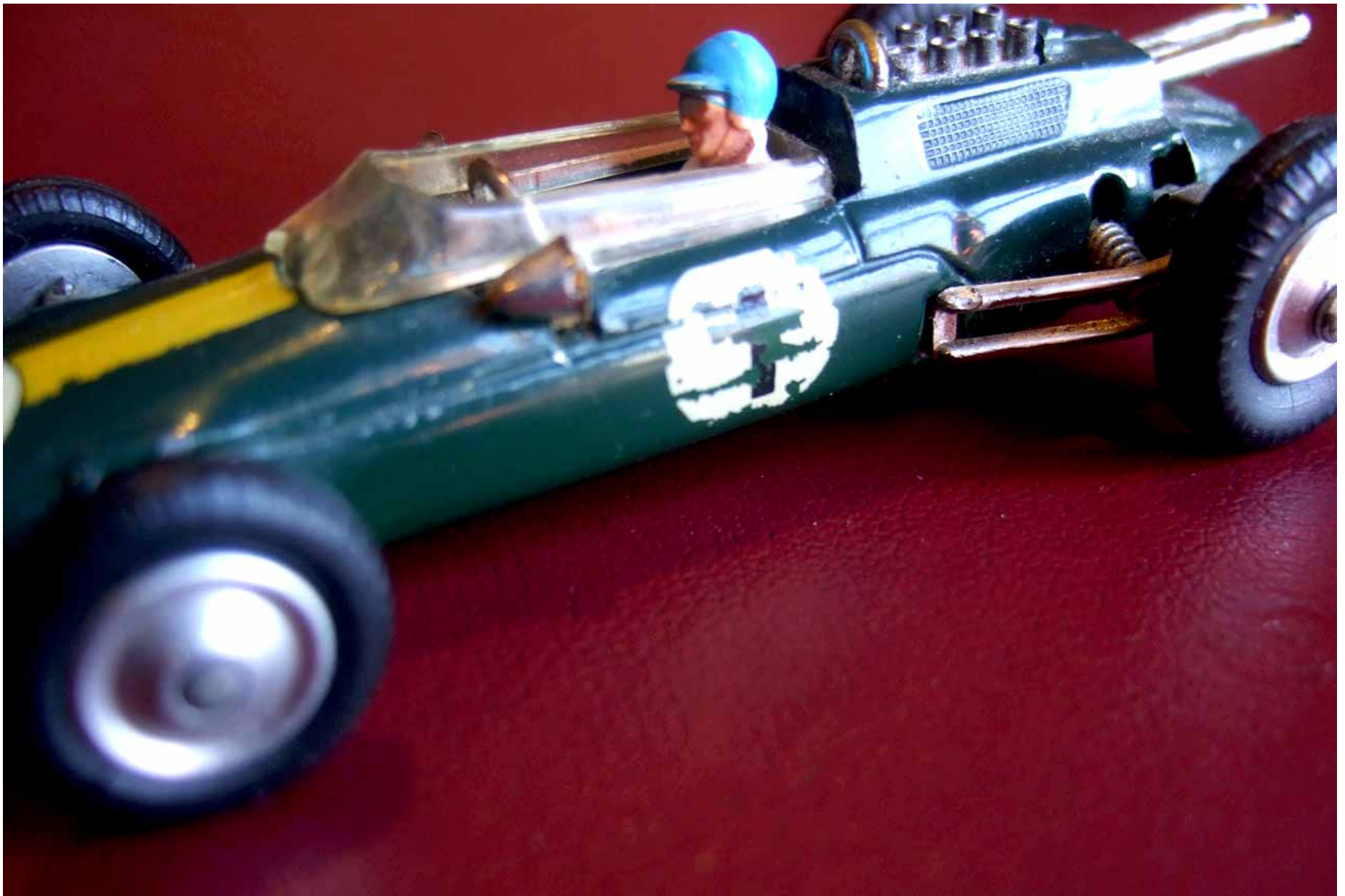
So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol Products that are diesel rated. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech oil

in new engines for about 3 years so the cost difference is minimal on new engines. 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 destroys our cars as it isn't the same stuff we were getting even a year ago.

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.

Next page: Lotus-Climax F1 (Lotus 25? 33?) Corgi Toy bought from a fellow Lotus owner at British Car Day.



Lotus Club of Canada 2007 Calendar



L.C.C. Winter Party

Highland YC.....February 10.....David Good, 416 286 1313

Ancaster Flea Market

Ancaster, Marritt Hall...April 22.....kjmgb72@sympatico.ca

L.C.C. Spring Run

Niagara-on-the-Lake.....May 26.....S. White 905 822 2392
stephenjwhite@rogers.com

L.C.C. Kart Day

Goodwood Kartways?.....June?.....TBA

Classics against Cancer

Georgetown.....June 17...www.classicsagainstcancer.on.ca(?)

Track Day

Mosport.....June 21(Tentative).....TBA

VARAC Festival

Mosport.....June 22-24.....www.varac.ca

VARAC Concours

Mosport.....June 24.....www.varac.ca

Brits in the Park

Lindsay.....July 15.....British Victoria Car Club

L.C.C. Summer BBQ

To Be Arranged.....TBA.....TBA

LOG 27

Aspen, Colorado.....August 24-27.....www.lotusltd.org

Zippo Vintage GP

Watkins Glen, NY.....September 7-9.....www.theglen.com

British Car Day

Bronte Park, Oakville...September 16.....www.torontotriumph.com

L.C.C. Fall Run

TBA.....October 14.....D.Lamb, duncan.lamb@sympatico.ca

Glovebox

M.Eddenden, eddenden@pathcom, 416 463 5679



For Sale: 1968 Elan Plus II \$3000 spent on heads in 2005. Some minor issues but overall great running car. (Photo above.) Appraised at \$9500. Asking \$7900 or B.O. Call Kris for details, 416 315 4270

For Sale: 1971 Lotus Europa S1, Rare Collector's Car, s/n 542911, Ferrari Red ext., Black/Charcoal int., Solex carburetors, Renault engine, 4-speed fully synchronized manual transmission, 4-wheel independent suspension, rack & pinion steering, 36,000 ORIGINAL MILES, ONE OWNER FOR 35 YEARS, NEVER WINTER DRIVEN, STORED INDOORS. Owner selling due to declining health (arthritis hips prevent entry into car!) E-tested, certified, asking \$15,000 Cdn, Mid-Town Toronto mateykop@hotmail.com

Wanted: I'm hoping someone in the Lotus Club can direct me to a store in the Toronto area that sells die-cast Lotus models. I am specifically looking for the 2005 Lotus Exige MKII, but I am unable to find it anywhere. Any information would be a great help. Many thanks, Alana Cowl, Vegan_girl88@hotmail.com



Backroads on the way to Mono Cliff; Lotus Club Fall Run, 2006.