

# Lotus Enthusiasts Organization

NY-NJ Area

**Dateline: May 14, 2003**



Last month really got the driving season into full swing for us. We had a fantastic day at the New York Auto Show, and got to meet the folks at our Summit Lotus dealership. We have more planned, also! Here's what is in the works.



On **May 30, 31, and June 1<sup>st</sup>**, LEO member Bob Prescott and the Brits of the Hudson club have organized the **Dare to be British** weekend at Lime Rock Park and Middletown, NY. Activities include corner work/race flagging, dinners, admission to Lime Rock for the vintage races, Autocross, parade laps, pit access, a rally, and a tour. It's too much to list here, but details are at <http://www.britsofthehudson.org/dare03.html> . You can sign up for the whole weekend or just one day! If you need a motel room, HURRY, the block of rooms will be released after May 15<sup>th</sup>. For information call:



Henry Thurston's Elan., 2002's DTBB

Les Neumann at: 845-634-1911 or e-mail to: [lnemann79@aol.com](mailto:lnemann79@aol.com)  
or call Jon Rubel at: 718-891-5776 or e-mail to: [eemgee@aol.com](mailto:eemgee@aol.com)



**T**he **TOUCH OF ENGLAND** car show comes to The Hermitage House and Museum on **Saturday June 14**, in Ho-Ho-Kus, NJ. Get out the polish! It's your chance to show the world your Lotus on the great lawn. (Actually, the car doesn't have to be pristine...it's a popular choice show.) Three places of Lotus car awards will be presented, and there will be plenty of door prizes, as usual.

Entry fee is \$10 before June 6, \$15 afterwards or at the gate. Driver and passengers can take the tour of the mansion for free. LEO will have a club display.

Joe Saturnia is planning a morning Lotus drive up to the show. The start is at Maplecrest Lotus on River Road in Summit, NJ, and it leaves promptly at 8:30 AM. RSVP to Joe at [jsaturnia@audioweb.com](mailto:jsaturnia@audioweb.com).



Last Year's Show

**A**nyone who is more interested in a driving type event is welcomed to join LEO member Richard Solomon and **The Maserati Club** on an **Epicurean Road Rally** the following **Sunday, June 15**. The event begins with a sumptuous brunch at the four-star Depuy Canal House in High Falls, NY, and then heads out for a 60-80 mile rally on scenic secondary roads. Along the way, teams encounter Epicurean pit stops in which delightful morsels are served along with brain teasers to be solved for points. The winner will be declared at dinner.

The diet can begin on Monday! The cost is \$125 per person plus \$25 per car (that's lunch AND dinner folks!) Contact Richard Solomon 212-223-9545 or [solomonart@aol.com](mailto:solomonart@aol.com).



## **N**Y Auto Show Report:

Here is a full update on the day's events when the NY/NJ Lotus Enthusiast's Organization displayed at the **NY Auto Show** on **Sunday, April 27th**.

In the weeks leading up to the event, we began compiling a list of participants and cars. Diagrams of parking layouts, car placards, name tags as well as new LEO shirts and LEO hats. (Side note, we still have a few shirts (\$30) and hats (\$15) available if anyone is interested. Contact me offline). We double confirmed everyone and arranged for two caravans to meet in the city.

The first caravan led by David Nagler, consisted of David, Robert Grener and Bob Prescott. Alan Perry was supposed to join but a missed meeting point had him travel alone. The second caravan led by Atwell Haines consisted of Atwell, Shane de Burca, Jim Cummings and me.



The first one to arrive at the Javits center was Marc Evans with his 1955 Mk6 and 1959 Formula Junior in tow. Next was Alex Lee and Brad Raskin from Delaware in his 1995 Esprit S4s; then Atwell in his 1988 Esprit, Jim and his son Ian in his 1979 Esprit S2, Shane in his 2001 Caterham Seven and my 1999 Esprit V8. Reja Bahkshendegi and Elain Yam in their 1986 Turbo Esprit. Steve Ferruggia arrived with his son in his 2001 Esprit, Patrick Orlando showed up with his girlfriend in his 2002 Esprit V8. Peter Boccrossa next in his 2001 Esprit V8. Alan Perry arrived in George Jacobson's 1972 Europa. Mark Nyman and Danny Moto next in the 2001 Elise. Then David, Sandy and Allison Nagler in the 1970 Elan +2, Bob Prescott and wife in the 1965 Elan, Robert and Diane Grener in the 1987 Turbo Esprit; Rich and Maryanne Vinelli in their 1991 Esprit Turbo. Dominic Giangrasso and son in their 1974 Elite soon arrived, then Scott Stegman and Colleen Hanberry in his 1978 Esprit S2.

We were located under a huge 120x30 tent right in front of the entrance. The show started at 10:00am but a crowd was building long before to watch the spectacle of parking all of the cars. It took about an hour to get all the cars lined up and parked into place. We put up our LEO signage, hung our Lotus banners and flags and prepared for the day. By 10:00am we were in place, but the stanchions to cordon off the area had yet to be installed. As the crowds grew bigger, it became more and more difficult to monitor the cars and the area. Finally by 11:00am, the gates were up and the area was secure. We had a



quick meeting of participants to discuss the ground rules (no unescorted visitors under the tent, etc.) and it was let the show begin.

Dominc Giangrasso secured some LCD monitors and set up a viewing station for a stack of Lotus DVD's and videos. Reja and Elaine provided breakfast and Ian Cummings helped in the participants choice balloting.

As people worked the tent, they let people in to get a closer look. In the afternoon, the balloting was complete and an award ceremony was held at 3:00pm.

The winners were:

First Place - Scott Stegman 1978 Esprit S2  
Second Place - Jim Cummings 1979 Esprit S2  
Third Place - Marc Evans 1955 Mk6

At 4:00pm, we all started our engines and let the crowd hear what 19 Lotus cars sound like. That five



minutes of exhaust note was a crowd pleaser.

At 6:00pm we started to pack up. About 10 of us snuck out the side entrances and parked for a few last photos. The spectacle of so many cars lined up and ready to move had the walls above the area packed with onlookers. We took our pictures, said our good-

byes, and headed out. The day was over...or so it seemed.

As we headed through the Lincoln Tunnel, Alex and Brad decided to video the line of Esprits as we raced through the tunnel. Unfortunately, no one told Alex you are not allowed to film in the tunnels. Are we emerged, the Port Authority Police had all traffic stopped and had set up a roadblock to stop us. As we approached, the Police signaled and pulled Alex, Me and Reja over. License, registration, background check and 30 minutes later, we were back on the road. Luckily, no tickets.

The day was great. The exposure was great. The people were great. The event was great. More photos are available at <http://www.LotusEnthusiasts.org/>.

- Joe Saturnia



On Saturday, May 3<sup>rd</sup>, Mike Melnick of Maplecrest Lotus in Summit invited LEO to meet the dealer and check out the Elise they got on loan from Lotus Cars USA. Several folks that we haven't seen in a while were in attendance! Mike Orenstein, Mike Fennel, Steve Worthing, Jim Cummings, and David Rollino were there to eat hot dogs and check out the silver Elise.



Thanks for the hospitality, Mike!



## Tech Stuff: Universal Joints Cross-Referencing

It's important to fit a good universal joint to your Europa. Not only do the halfshaft joints have to flex over a wider range than a driveline joint, they act as an upper control arm as well! Generally speaking, the sealed U-joints (no grease fitting) tend to be stronger and better built. The U-joints with grease fittings are easily serviceable, but tend to live shorter lives.

### Europa Twin Cam and Special

Lotus ..... A074D6008Z  
Type ..... U-110  
BAP-Geon ..... U-110  
Hardy Spicer alias GKN ..... K5 - GB161  
Napa ..... 5-4X  
Triumph ..... TR-3, TR-4, TR-4A, TR-250, TR-6

Europa Twin Cam U-joints also fit the following:  
Renault ..... R4, R6, R12, R16  
Volvo ..... 164, 164E

Europa S1 / S2, Elan, Elan +2

Lotus ..... 46D6005 (with grease fitting)  
Type ..... U-50  
BAP-Geon ..... U-50.  
Borg Warner .....114 514  
GMB of Japan ..... GU-500, K5-L1, U-50 (grease fitting)  
Hardy-Spicer alias GKN ..... K5-GB150 (sealed)

Matsuba Brand (from Iapco) UJ-023  
NAPA ..... 5-111X  
NAPA ..... 715-1087  
Neapco ..... 1-0300 (strong, with grease fitting)  
Renault ..... U-50  
Spicer ..... 5-101X  
Triumph ..... U-150 (with grease fittings).  
Triumph ..... Spitfire

Volvo has a similar unit (see list below) that's very high quality, stronger than most and sealed (no grease fittings). The Neapco 1-0300 is as strong as the Hardy Spicer unit and has a grease fitting in the center of one needle bearing cap, right out in plain sight. The NEAPCO brand is not available in most national retail parts chain stores. They should be available at a driveline shop. You may have to call around to see which shops are dealers. [In NJ, American Driveshaft Service in Bound Brook carries and installs NEAPCO. – Atwell]

Europa S1 / S2 U-joints also fit the following:

Alfa Romeo  
54-70 Giulietta, 1600 Giulia, Spyder Sprint  
69-72 1750 All  
Austin  
54-69 A30, 35, 40, 50, 55, 60  
68-72 America with auto trans.  
73-75 Marina  
Austin Healey  
58-72 Sprite.  
Capri  
70-72 1600  
Fiat  
60-74 1100/103 D, E, H, 1100R, 1200, 1500, 1600, 1800, 2100, 124 all, 125

Ford, English  
53-74 All  
Hillman  
45-72 All  
MG  
36-75 All Except 1100  
MG MGB, Midget/Sprite  
Morris  
48-71 Minor  
Nash Metropolitan  
54-63 All  
Triumph  
59-76 Herald, GT6, Spitfire, Vitesse  
Volvo  
56-76 All except 164 & 164E

-Tim Engel



## **A**utocross Season anyone?

We just “found” Seven owner Warren Schiff. An avid autocrosser, Warren’s Super Seven was purchased “new” by his father in 1962, in Rutherford, NJ (Grand Prix Motors).

Warren recently took part in an autocross at Giants Stadium on May 4<sup>th</sup>. We look forward to joining him this year for an event or two.



**Warren at the Wheel**

Atwell Haines  
'88 Esprit  
Succasunna, NJ  
973-927-3765