

Lotus Enthusiasts Organization

NY-NJ Area

Dateline: October 6, 2003

September was a good month for LEO. We had two great events with the promise of more to come. Here's what's happening in the coming weeks:



Woodwork 2003, Sunday October 12:

For our October Breakfast and Drive we have incorporated a trip to **Out of the Woodwork**, a car show that always draws an eclectic mix of varied British machinery. Besides one of those "other" British cottage industry makers (the TVR Club sponsors the show) there are always different cars to see...one year several Renault Alpines (source for the Esprit transmission) were there. Mix that in with a gathering and a thirty-mile drive through the rural roads of Somerset and Hunterdon counties, ablaze with fall colors, and it should be a great day.

To join us, meet at the **Time to Eat Diner** in Somerville, NJ, at **8:00 AM** for breakfast. The Diner is between the Somerville Circle, junction of USR 202, 206, and SR 28) and USR 22, and can only be accessed by the ramp from the Circle leading to USR 202-206 North.

We plan to leave the diner promptly at **9:00 AM** and expect to arrive at the show by 10:15 AM. Registration to show your Lotus is \$20 at the gate. (Do them a favor and have the entry form ready from <http://www.tvrna.com/ww23g.pdf> page two, step three.) If you can't make the LEO Drive, it's OK to show up at Round Valley Recreation Area on your own, or just to spectate.

To take part in the LEO portion of the day, please RSVP to Atwell Haines at carbuff@lotusowners.com or 973-927-3765. Day of Event I'll be at 201-852-9742.



Our **November** breakfast is scheduled for **Saturday, November 15** (note the day change---I've heard that some of you can't always make it on a Sunday so we're changing it for this month). Don't have a specific event planned. If you know of anything that would be of interest to a bunch of Lotus nuts, let me know. Also if you want to have breakfast at an eatery close to YOU, give me some ideas! It's nice to move the venue around to accommodate everyone.



September Event Report:

It was a nice weekend for the two gatherings we had. The first, on September 20, was a party at Rich Clemente's place in Denville. Thanks for hosting it, Rich. Your DSM friends are fun to talk to. And your caterer was fantastic! All were duly impressed with your silver S4.



Lining Up at Summit Lotus

Then on September 21 we met at Summit Lotus for a Drive and Breakfast to the Suburban Chamber of Commerce Car Show. It was great to finally meet Mike Melnick and John Milner of the Summit dealership and see the Elise 111S that is touring the country.

For the Drive we took a quick tour of suburban Essex County, with a Spirited Drive up South Orange Avenue (lots of twisties, and SAFE with controlled access through the Park). After a quick stop at a scenic overlook and a picture or two, we continued to Summit and the Show. Beautiful day, lots of nice cars, and a nice town in which to shop! Again, a special thanks to Summit Lotus for picking up the entry fees for our cars.



Bank Street was awash with Lotus cars



Elise Impressions

With the imminent public introduction of the Elise in the USA, we thought the following driving impressions by Guy Stevens of Australia would be of interest to our readers.

This is how I would describe my day with a Mark 2 Elise - couldn't wipe the smile off my face. The July Early Morning Run which 12 members enjoyed was an opportunity to take advantage of an offer made to me earlier this year to first test drive a new Elise. The learn about the Elise is how (believe me there is a technique particularly if the roof is on). You also need to know how to take the roof off and reinstall. Pleased to say it was quite easy - not as fiddly as the Elise Mark 1 was.



I had not driven or been a passenger in an Elise before and the drive home was an instant revelation. The steering is light even at parking speeds (no power assistance as the car only weighs approximately 800 kgs), and talk about direct. The last car I drove with steering like this was a go-kart.

The lack of any sound insulation means the engine noise in the cabin is ever present. At suburban speeds you could still hear the radio/CD but once we were on the highway - just enjoy the engine note. Driving the car is very easy away. Funnily enough, this - I felt at home straight is what I said of my first drive in a 60s Elan - and the Elise is reputedly the most chuckable car Lotus have built since the Elan.



Once on the run and into the twisty country roads it wasn't too long before my opinion of the steering turned from excellent to "sensational". Acceleration the like also gave the chance to test engine responsiveness - it has great low down torque and is free revving. 89kw/120hp was more than adequate, the 111 with 116 kW/156 bhp must be breathtaking. The tachometer did not indicate a clear red line and not being sure if there was a rev

limiter, gear changes at 5000 - 5500 rpm displayed the engine's sense of urgency. This could only be tested in 1st and 2nd without breaking the speed limit.

The seats despite being thin are very comfortable and a long trip would not be out of the question. The seating position is quite low and one of what I would call a feature of the car is the curved bonnet over the wheel arches being in your vision on each side. Many cars these days just have the road visible and no sense of the front of the car.

FIVE RUDE THINGS CAR ENGINEERS MIGHT HAVE TO SAY WITHOUT SNIGGERING

1. Lobe
2. Big end
3. Layshaft
4. Bell housing
5. Wankel

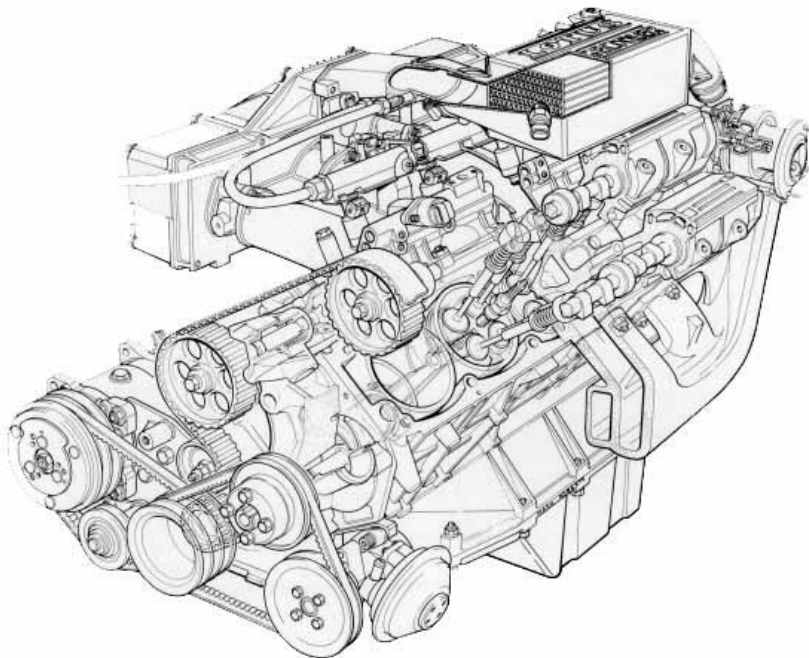
Thanks: "Sniff Petrol"

After my great weekend in the car all I can do is advise every Lotus owner to beg or borrow a drive in an Elise to have the same experience.

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See You this Saturday at Woodwork!

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Turbo Esprit Engine Cutaway