

Lotus Enthusiasts Organization

NY-NJ Area

Dateline: November 6, 2005



As the 2005 driving season wanes, we just **have** to get a few miles of nice roads under our driver's moccasins before winter...and the LEO Club will organize it for you.

Final Fling: Sunday, November 13

At **Noon**, on **Sunday, November 13**, LEO will hold it's final Drive of the year. Starting from the **Flemington Marketplace Mall** just north of the Flemington Circle (between Routes 202 and 31) we will traverse some of NJ's best roads in Hunterdon and Mercer counties. We have planned not only some higher-speed County Routes, but also some secondary and tertiary roads that will get the adrenaline going. Picture a one-lane country lane with hedgerows just like in England and you'll get the idea.

As a special treat we will have a **stopover at Sports and Specialists Cars** in Hopewell NJ, where they will show off their Lotus facility and provide us with some yummy snacks. We can also look in on Steel Wings, the auto restoration facility that is housed in the same building. They always have eclectic cars on hand, and they specialize in the restoration of Aston Martins.

The second leg of the Drive will meander north, finishing up at the **Duke Farms** in Hillsborough. Once the estate of tobacco heiress Doris Duke, there are several tours available (see



Duke Farms' Indoor Display Gardens

<http://www.dukefarms.org/> for details). Her father, J.B. Duke, had transformed more than 2,000 acres of farmland and woodlots into an extraordinary landscape. He excavated 9 lakes, constructed some 45 buildings, and built nearly 2 ½ miles of stone walls and more than 18 miles of roadway. He also installed approximately 35 fountains and populated his park with countless pieces of sculpture.

So join us, it should be a fun day, both the Driving and the Touring. Please **RSVP by Wednesday November 9** to Atwell Haines at carbuff@lotusowners.com or 973-927-3765.



Annual Barbecue and Drive, October 2nd

Event report by Dom Giagrasso

The gang had a grand old time at Jim and Laura Cumming's the weekend of October Second. Laura put out a great spread and some of the wives brought their own goodies. Beer, soda, hotdogs and burgers abounded. After a good lunch and lots of Lotus car talk, Jim took the time to balance Dom Giagrasso's carbs with his expert hands before the drive.

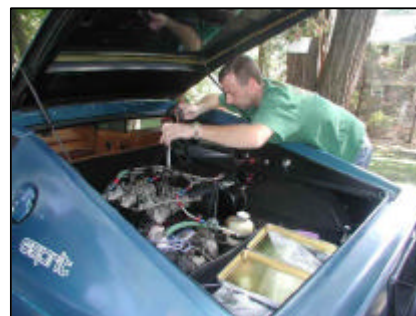


Bike Rider gets Buzzed!

After we were all full, we took a 45 minute spirited drive through the foothills of New Jersey lead by Joe Saturnia. At one point things got a bit too spirited and we lost part of the caravan. Jim dropped back in his Elan and cell phone in hand managed to find the lost crew and lead them back on route. As you can see from the photos we passed a number of bicycle riders, as the day's weather was great. Dom G had some trouble with his gears as

witnessed by some crunching noises during the drive.

Everyone made it back and more car talk continued. Jim made a few more carb adjustments but neither he nor Dom looked for the crunching gear problem. Coffee and cake and cookies were great and folks stated to head home by 5:00 PM.



Jim "Frankenwrench" Cummings at work



Brian Hurst's Esprit, Ron Biegel's Europa

A few folks started a round of test driving each other's cars while Dom G headed off into the sunset.

About ten minutes later he called for Jim to help as his clutch pedal went right to the floor at a light and the slave cylinder dribbled his brake fluid away. Tom Murray had been following him in his S2000 so both searched for what appeared to be missing pieces. By the time Jim and Dominick Munifo arrived in Dom M's Yellow S4s, Jim was

holding a spare slave cylinder and both were laughing at Dom G's predicament. Luckily the sharp-eyed LEO members found of all the

missing pieces, the slave cylinder was put back together and, thanks to the bottle of brake fluid on hand (Dom G came prepared), it was properly bled and he was on his way.

Who says LEO runs are uneventful?

The Running of the Bulls, October 23rd

Event Report by John Alto

Richard Solomon (former M100 elan owner) is active in Lamborghinis East and always invites members of LEO on the Lamborghini Club outings. And such was the Running of the Bulls on October 23 on Long Island.

Starting from Snakepit Automotive in Freeport L.I., where the company's replicas (by Superformance...they have a Seven-inspired replica also!) were on display. Then the actual drive...90 minutes of fun (with some "speed Stages") on the way to Vinyard 48 in Cutchogue, NY, where a small concours was held. - ED.

From LEO member John Alto:

Overall, the ROTB was a great event. The convoy of vehicles



got a little broken up, with Bill Hart and myself grouped with the first pack of drivers. Although we may have been pushing the speed issue here and there, Bill's



M100 and my S4 hung with this crazy group of drivers consisting of a Ford GT, two Diablos, Porsche Turbo S, two NSX's and a few others. It sure was fun, especially along the beach when it was nothing but open straight road and a group of fast cars. At the winery, we were delighted with a nice Italian lunch catered by one of the Ferrari enthusiast. All the drivers were given a T-Shirt & Hat at the first event and a bottle of wine at the winery.



Lotus Tech: Esprit Quarter Window Sealing

Are the black borders on your 88+ Esprit's rear quarter windows starting to wrinkle? That's a sign that the sun is breaking the adhesive down. If left unchecked, water could get in there and rust your gas tanks.

Here's how to reseal the windows:

Tools and supplies needed

- 1) Windshield removal knife (see picture)
- 2) Guitar strings 039 nickel plated ribbed
- 3) Wooden dowels 2x with hole drilled for guitar string diameter
- 4) Sika Flex polyurethane adhesive or other professional polyurethane windshield adhesive. I got some from a local auto glass place (Elite Auto Glass).
<http://www.sikaindustry.com/ind/ipd-autoglass/ipd-autoglass-agr.htm>
- 5) Sika black primer 206 G+P. I got some from a local auto glass place (Elite Auto Glass).
<http://www.sikaindustry.com/ind/ipd-autoglass/ipd-autoglass-agr-217.htm>
- 6) Single edge razor blades, utility knife blades, and a handle for scraping
- 7) Sharp pointy awl (poker)
- 8) Sandpaper
- 9) Small and medium foam paint brushes
- 10) Drill & drill bits
- 11) Manual Rivet gun and aluminum rivets
- 12) Heavy duty caulking gun (Home Depot, the kind with the long handles, not the bent metal ones)
- 13) Masking tape, fine line and normal
- 14) Window tint, not too dark
- 15) Window tint application tools, squeegee, soapy water



\$16.99 from TOOLKING.com or
WindshieldSupplies.net

So first of all you need to remove the quarter window. The windshield removal tool is very handy and makes it easy to control the amount of force that you apply so that you don't slip and damage the car (which will happen with a normal knife). I bought this at an industrial tool supply called Harbor Freight.

This kind of knife can't reach all of the areas around the Esprit quarter window, so you'll also need a bunch of guitar strings (nickel, not copper, with the ribbed texture) I think I bought 039"s. You'll also need a couple of short handle shaped dowels with a hole drilled through each.

What I do is drill out the rivets of the ABS plastic trim pieces along the leading edge of the quarter window. These ABS pieces break easy and are around \$55 each, so be careful. Try and slide a knife

under the plastic piece to cut the polyurethane glue that holds it in place. There should be only three dabs, one near each rivet.

Once you get the ABS plastic piece off, I start by poking a hole through the glue at the leading edge of the quarter window. I use a small awl (poker). Once you break through into the hatch area of the car, cut one end off of a guitar string and pass it through one of the dowel handles. Take the free end and pass it through the hole that you poked into the window glue. On the inside of the car, pass the guitar string through the other handle, wrap it around the handle a bunch of times and tape it to the handle. Start sawing up and around, or down and around the quarter window. The window removal knife is particularly helpful along the straight bottom edge of the window. Be careful not to pull out with the knife or you'll break the glass. Also be careful not to pull your inside hand toward the car or you'll cut into the fiberglass. Keep your hand near the glass (on the inside). The most difficult part is the rear corner of the glass, due to the tight space available. Don't pull on the glass, it might break, though it is pretty strong.

Once you remove the glass, you need to trim down the adhesive around the window frame of the car. In my case I removed all traces of the glue. You can leave a thin ribbon of the old adhesive to act as a base for the new adhesive. I didn't do this, so I'm not sure how good the bond strength is. I do know that the way that I did it was very strong, it took me hours to remove the original glass, and five days to remove when I glued it in my way (I wanted to make sure it was bonded well).

For this next step you must have Sika 206 G+P black primer!

<http://www.sikaindustry.com/ind/ipd-autoglass-agr-217>

I got mine from a local Elite Auto Glass store, they gave me a used can for free.

On the quarter window; using masking tape on the outside of the glass, make a pattern of the black trim around the inside of the glass. Since you wouldn't be doing all this if the black trim were still perfectly intact, scrape off all the black trim with a razor blade. The wide black ceramic frit along the leading edge of the window does not come off! Though do not gouge it with the corner of the razor blade! Also scrape off all of the window tint, and glue. And orange oil based cleaner degreaser will help remove the adhesive.

Now if the car and the windshield are scraped free of black trim and glue (you may leave that thin ribbon of polyurethane on the car) you are ready to prime the quarter window. If you removed all the polyurethane from the car, then you'll need to prime the bond area with the Sika 206 G+P. Mask off all of the parts of the car that you don't want to get a permanent black coating on. Using a foam brush, wipe the primer onto the areas where the window glue will be. It dries instantly.

Once you scrape off all the black on the glass, copy your tape outline from the outside to the inside of the glass, so that you have masked off all but where the black used to be. Pour a small amount of the Sika primer 206 G+P into a small plastic cup. Stick the foam brush into the primer and wipe it onto the window in one clean easy stroke. You may want to practice by wiping it onto a newspaper first. The primer goes on easy and dries instantly. When dry it is like a metallic glass coating. Try to do this in one stroke so that no brush strokes appear. You can always scrape it off and try again. Try and do this in a thin coat, because a thick line will cause problems with the window tint film later.

When the black border is done, peel off the masking tape. You are now ready to have the window tinted. You can either take it to a shop or do it yourself. The original Lotus tint film slightly covered

part of the black border. In the meantime, keep dust from getting onto the primed surfaces! If you do it yourself, a little hint is trimming the film on the other side of the glass, so that you don't cut the black coating.

Now the window is ready to bond onto the car. Apply the polyurethane adhesive with the caulking gun, to the outside edge of the quarter window. One bead width will do, you don't need a double row. Make sure there are no breaks in the adhesive ring. Pick up the glass and press it onto the car. Press it all around, and space it evenly from the car along the bottom edge. You can use a couple 4mm spacers (rubber) to hold it up off of the car's body, though the viscosity of the adhesive will usually do this. And you can tape the window to the body to keep it from sliding down. Use your fingertip or rounded tool to smooth any adhesive, that squishes out around the window, into a fillet like you would while caulking a bathtub. You can add a little extra adhesive around the perimeter, and smooth it to make sure there aren't any voids.

Let it set, check on it for the first hour to make sure the window hasn't slipped. I would let it cure over night, especially in a cold garage. Normal drive away time for the Sika adhesives is around 1 hour, but I would let it cure overnight.

Now you'll need to re-rivet those ABS plastic pieces in place, use a little of the adhesive to hold them in place and seal around the rivets.



72 Review!

Book Review, by Don Butler

Lotus 72, Formula One Icon by Michael Oliver.

Coterie Press Limited has produced another splendid book. Published in Coterie's generous 12 by 12-inch format, it is impressive in its overall presentation as well as its content. It deserves the term "weighty tome."

Upon opening the book my first introduction to the scope of the material presented is the long list of chapters. This is followed by a charming and enthusiastic Forward by Emerson Fittipaldi. Turning the page brought me to the Introduction and Acknowledgments by Mr Oliver. There he informs the reader that what follows is a broad and thorough story about the car and, most importantly, the people involved with it. Much of the information presented was recently obtained from interviews of the surviving team members that were involved with the Type 72.

I, per my usual practice, leisurely paged through the rest of the book and was immediately impressed by the quantity and quality of the photographs. There are many photos from the period and many more that were taken recently. In addition, there are photos of Team press releases,



Team mechanics' notes, period magazine covers and other memorabilia. Another feature is what the author calls "First Person." They are sidebars with quotations that support the nearby text. Mr Oliver seems to have put some of the most insightful comments in these boxes. For instance: "Ronnie [Peterson] wasn't a good test driver but was unbelievably talented..." - Ralph Bellamy. And another: "...when Colin allowed him [Peter Warr] to - he would run the team in a professional way..." - Emerson Fittipaldi.

Once I started reading in earnest, the broad scope of the book was revealed. The 72 is placed in context with not only the Types 56, 56B, 63 and 76 but with the problems of Team finances and Chapman's time away from the team dealing with problems at Lotus Cars and Moonraker Yachts.

A topic that is extensively covered is the tragic 1970 F1GP at Monza. The unfortunate death of Jochen Rindt and the Italian government's pursuit of Chapman over a period of several years is covered as well as the final outcome of the investigation. It doesn't give a flattering picture of the Italian authorities involved.

The reading is easy since it's in a conversational style and never dwells on the "box score" of the race days for very long. However, this is not a book that will be read in a day. It's not easy to put down, but meals, work and sleep will prevent it being read in one sitting.

In my library, I have nearly forty books about Lotus, but this is my first covering only a single racecar Type. Since reading this book I'm convinced that I've been missing an important part of the Lotus experience. The racecars were such an important part of Lotus that understanding them in depth seems necessary to understanding the history of Lotus overall. After reading this book I believe you will be convinced as well.



Terror Alerts Defined

(Humor)

As many are aware, the French government recently announced a raise in its terror alert level from "Run" to "Hide". The normal level is "General Arrogance", and the only two higher levels in France are "Surrender" and "Collaborate".

The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability.

It's not only the French that are on a heightened level of alert:

Italy has increased the alert level from "Shout loudly and excitedly" to "Elaborate military posturing". Two more levels remain: "Ineffective combat operations" and "Change sides".

The Germans also increased their alert state from "Disdain" to "Dress in uniform and sing marching songs". They have two higher levels: "Invade a neighbor" and "Lose".

Seeing this reaction in continental Europe the Americans have gone from "Isolationism" to "Find another oil-rich nation for regime change". Their remaining higher alert states are "Attack random countries (ideally those without any credible military)" and "Beg the British for help".

The British are also feeling the pinch in relation to recent bombings and have raised their security level from "Miffed" to "Peeved". Soon though, security levels may be raised yet again to "Irritated" or even "A Bit Cross". Londoners have not been "A Bit Cross" since the Blitz in 1940 when tea supplies all but ran out.

Terrorists have been re-categorized from "Tiresome" to "Bloody Nuisance". The last time the British issued a "Bloody Nuisance" warning level was during the Great Fire of 1666.



Classified Adverts

(Submit yours to Atwell Haines, carbuff@lotusowners.net. Anything is accepted but Lotus ads get priority)

Wanted:

S4 or S4s Esprit, low mileage preferred. Red or blue with light colored interior. Must be in excellent condition. David Teitelbaum. 201-573-8229 or jtrealty@webspn.net

For Sale:

1972 Elan Sprint DHC, 167 hp engine built by MWE w/dyno sheets, Webers, newly painted white, full Spyder conversion: Chassis, suspension, roll cage, rear axles. Completely rebuilt, car is my reliable daily driver. New dash, new windshield, +2 front brakes: car is very fast & needs them. Modern ignition, K/O Panasperts, new A032Rs. Car will do 100 mph in ¼ mile, handles great, stops quickly. Needs nothing. One of best, most highly developed in US; not cheap. Best of both worlds: vintage look, modern performance. As fast as my Elise. Divorce forces sale, heartbroken (over car, not wife). **Gilbert Bohan**, 973-401-1593 (NJ), essentialbusiness@patmedia.net.

Stainless Catalytic Converter Test Pipes, custom welded, with or without O2 sensor fitting, for 89 - 95 Esprit. Unleash the engine's growl! \$275. Jim Cummings, 908-612-0548 or JCummi1561@aol.com

1967 LOTUS 7 S2, unmodified, 109 Ford, twin SUs, Konis, factory roll bar, top, side screens, tonneau cover, unused spare nose cone, more. \$18,900. Fred Cohen, fsc@comcast.net or (973) 746-5358,

1983 Turbo Esprit. Red with tan interior, 29,000 miles. Car has been a consistent show winner and is beautiful condition. I am located just outside of Philadelphia, PA. Looking for \$15,000 OBO. Photos at <http://pg.photos.yahoo.com/ph/ljseidman/album?.dir=/4605&.src=ph> and details upon request. Lenny Seidman lseidman@erols.com Day-215-635-1000 Eve-215-572-7667

1988 Mustang 5.0 LX, 5 speed, dark red, loaded, adult driven, conscientiously maintained, 17 years of records, one owner, no winters. New tires & battery. \$5900 Atwell Haines carbuff@lotusowners.com or 973-927-3765.

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

Lotus Drivers Wanted

- Join a private drivers club
- Schedule track-time at your convenience
- Just a short drive from your garage



The logo features a stylized red and black circular emblem with a needle-like shape in the center, resembling a speedometer or a racing flag. Below the emblem, the words "ALPINE" and "MOTORSPORTS CLUB" are written in a red, italicized, sans-serif font.

800-795-2638 | www.alpinesignature.com

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