

LOG 22 Edition

Welcome to LOG 22 ...

Our plans were to do both this and the VSCDA race at Elkhart Lake at the same time — probably optimistic at best. As with most optimistic endeavors, turns out we can

do neither. But our ace parts salesman, Lotus guru, and electric whiz — Ken Gray — will stand in. And probably be more fun anyway. We will, however, miss the LOG.

What's Up at DBE?

Busy, really busy. Lotsa' product development lately. Oh, nothing very exciting. I mean the fun stuff is to do performance upgrades, go-fast goodies, and other such for all our cars. No such luck of late. We've been so busy just trying to keep up with common items that seem to disappear *daily*, that little time is left to do the keener stuff. Ford of England has long since abandoned all Kent engine, gearbox, and rear axle parts. Lotus, too, has plopped all early parts into specialists' laps (like yours truly). And Lotus' trend is not just confined to early cars anymore. Parts availability problems have now progressed into and beyond the third generation and even Turbos and M100s. Thanks to Proton's leadership, Lotus has come under the spell of that new global trend, the dreaded conglomerate accountancy principal: short term profit! Parts have never been such.

The Old Way

You create a product that is so desirable, so special, so unique that everyone will want one, will want to keep it and cherish it forever. And others will want them even after that. That means they will need to maintain them, even improve them. If it really is that special, this could go on for complete generations. This means you have "after sales" of parts, improvements, and upgrades for years, even decades. If you are smart, you understand that your product is not only the initial sale, but its component parts as well, and — as time goes on — "after sales"

become more profitable because tooling has long since been amortized. It's just good *bidnez*.

The New Way

You create a product that is so desirable, so special, so unique that everyone will want one and will line up and pay big bucks. When the shine has worn off that, you do another. As for those pesky guys wanting parts for the first one? Shine 'em on 'cause the guys in accounting say it has no profitability in the immediate future. Anyway, don't bother them. They are all too busy restating their earnings.

We are, after all, in the disposable age. Everything from dinnerware, clothes, spouses, and now even cars. Therefore, we have formed the *ADL* (Anti Disposable Lotuses) and *ACLU* (All Classic Lotuses Unite). Our endeavor is to maintain parts for all Lotuses until hell freezes over or Colin comes back from South America and cracks a few heads.

Some of our efforts are shown in the New Products section. Like I say, not very exciting, but bits just to getcha' through the day.

What's Inside

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Formula Ford Crankshafts Are Back

FF racers have been in a tizzy ever since Ford ceased production of the 77.6 crossflow Kent crank. It only took a year and a half for SCCA to comprehend that it was true and allow automotive aftermarket cranks. It would be too simple to allow an existing forged crank to be substituted. It had to be cast just like the original. After several false starts by others (including SCCA themselves). We now have a legal cast crank in an improved alloy, machined to blueprinted standards. It is 60% stronger and has 100% more elongation than the original.

Why do you, the Lotus owner, care? Unless you also own a FF racer, you probably don't. *But*, if you've been considering doing a stroker T/C, this is good news indeed. The original crossflow crank was always a bit iffy, durability-wise, in a T/C, especially if you drove with gusto — the whole point of the exercise, after all. These new cranks are now strong and durable enough to take all the punishment you can mete out in a high performance T/C.

Although a "tall block" T/C was all the rage 10 years ago, the .400" taller block caused timing chain/chest complications, and the taller engine can foul the hood on Elans and Plus 2s. And, combined with the fact that the uprated blocks are out of production, too, and thus being hoarded by FF racers, this seems like a good time to just do the tall crank part of the tall block conversion. It's quite simple. Use the 77.6 stroke crank and short compression height pistons in your old T/C block. This avoids all the tall block hassles and utilizes your old (superior)

stock T/C rods. The .195" increased stroke will give you an additional 100 cc displacement, another 10 HP, and — most usefully — an additional 10 FT/LBS of torque throughout the range. That's just the ticket for the heavier Plus 2s, Cortinas, and Europa T/Cs, and will probably *get* you a ticket in an Elan or Seven.

As an introductory offer to the new crank, we are offering a discounted stroker kit, consisting of:

- 470E 0333 77.6 mm stroke crank
- 560E 0835 83.5 mm bore pistons (+.040 over stock) with compression height shortened to compensate for increased stroke*
- 400E 9000 Vandervell VP2 rod bearings
- 400E 9020 Vandervell VP2 main bearings
- 400E 9100 Vandervell thrust washers
- 578E 0807 Big bore head gasket set
- 536E 0808 Bottom end gasket set

| | |
|---|-----------------|
| Purchased Individually | \$1647.50 |
| Special Kit Price (P/N 560E 0500) | \$1400.00 |
| Your Savings | \$247.50 |

*Pistons also available in 83 mm (+.020) and 84 mm (+.060), if required.

(Well, OK, maybe we're having a *little* fun!)

!!!NEW!!!

T/C Replacement Valve Springs

The original T/C factory valve spring has been gone for over a year. This new replacement spring (made in the USA) is 100% interchangeable with the original, yet allows up to .440" lift for those wanting to run higher performance cams without deepening the spring seats in the head. Fits original retainers and spring bases. Besides allowing higher lift, it is also a lower rate spring, allowing load on the seat to

be set higher. This prevents valve bounce when it closes at high RPM, while not incurring overly high full open pressures. Slightly higher priced than original, but a vastly superior quality spring. Wound from super-finish wire like the very best racing springs, these will have virtually limitless life even in a high performance T/C. (See technical data, next page.)



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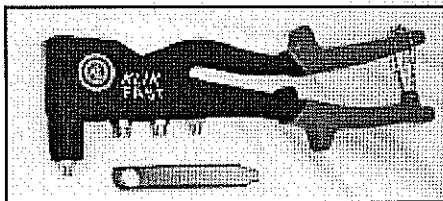


| Comparative Characteristics | | |
|---|-----------|--------------------------|
| | 536E 0022 | Std Spring 026E 0022/23 |
| Installed Height (includes .080" thick retainer) | 1.20" | 1.15" |
| Load | 83 lbs | 60 lbs |
| Load @ 350" Lift | 152 lbs | 165 lbs |
| Load @ .370" Lift | 155 lbs | 170 lbs |
| Load @ .380" Lift | 160 lbs | N/A (entering coil bind) |
| Load @ .400" Lift | 163 lbs | N/A |
| Load @ .420" Lift | 168 lbs | N/A |
| Maximum Lift | .450" | .370" |
| Load @ Maximum Lift | 170 lbs | 170 lbs |
| Mean Spring Rate | 200 lb/in | 300 lb/in |
| Coil Bind Height (includes .080" retainer) | .690" | .740" |

536E 0022, Replacement Valve Spring Pair (inner/outer) ... \$14.80

Tool Time

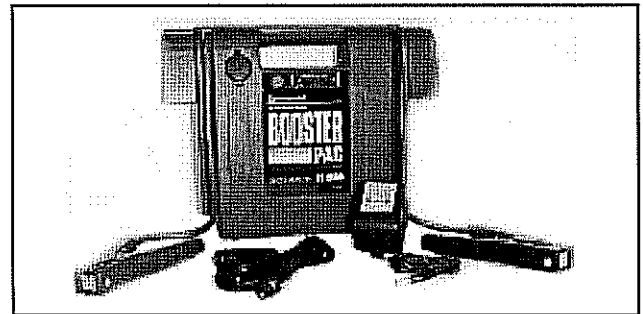
Hardware stores ain't what they used to be, so below is a small selection of hard to find but essential tools for the racer or enthusiast.



Pop Rivet Tool

The everlasting Marson HP2 hand pop rivet setting tool. This is still the best buy in hand rivet tools. I bought mine in 1967, and it's still going strong, several thousand rivets later. Comes with collets to pull 3/32, 1/8, 5/32, and 3/16 pop, Cherry N or Q rivets, and even Cherrymax.

000T 1005 \$29.98



Solar Booster Pack

All-in-one high density battery/battery charger/12V DC power source. Use to jump start most cars and trucks (including your tow vehicle). 250 cc cranking amps, 900 pep amps. Recharge from any 120 vac with integral charger or by plugging into 12 vdc power supply. Much more convenient than a tangle of jumper cables and a spare running vehicle. Weighs 17 lbs. Makes an excellent pit battery.

180M 2020 \$138.50



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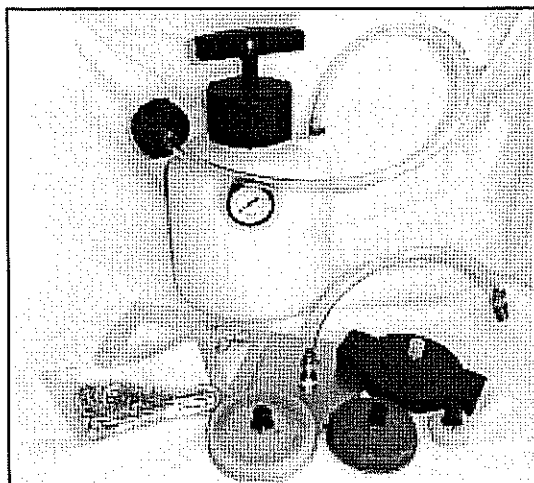
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One Man Brake Bleeder



This is the best solution to brake bleeding that I've ever used: the convenience of a professional pressure bleeder without the expense. Easy one man operation. Simply pour in a small amount of fluid, attach M/C adaptor, pump up about 10 psi pressure, and proceed to bleed your brakes — alone! No need to pay an extra helper or get into an argument with the wife just to bleed the brakes. No steel parts to rust. Uses minimal amount of fluid, reducing exposure to atmospheric moisture. Easy to clean. Light and compact to fit in your racing kit or a small space in your garage. Basic unit comes with screw-on adaptor that fits Girling M/C (among others). Other adaptors are available for various Lockheed, American, European, and Japanese M/C.

Bleeder Kits

Complete with M/C adaptor to fit girling small reservoir, remote reservoir, and tandem M/C. Also fits Tilton and ATE M/C reservoirs.

000T 1620 \$44.95

As above but also includes 3 1/2" diameter universal M/C adaptor for post '85 domestic and Japanese M/C, plus a 4 1/4" x 6 3/4" rectangular adaptor for domestic dual reservoirs.

000T 1623 \$79.95

Other M/C Adaptors Available

Large Girling (2 5/8") reservoir M/C adaptor (e.g., brake M/C on S1/S2 Elans). Also fits Girling remote reservoir.

026T 1621 \$12.95

Small (1 1/8") AP reservoir adaptor. Fits "tin pot" AP M/C and small remote reservoirs.

000T 1621 \$11.20

Large (3") AP remote reservoir adaptor.

000T 1622 \$16.50

3 1/2" diameter universal adaptor. Fits most late US and Japanese large mouth M/C reservoirs.

000T 1624 \$19.95

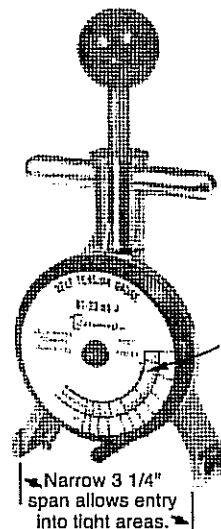
4 1/4" x 6 3/4" square adaptor plate. Clamps to domestic tandem reservoir of the 60s, 70s, 80s.

000T 1625 \$19.95

"Borroughs" Belt Tension Gauge

Timing belt tension is important. Too tight — and you risk premature belt and pulley wear and possible belt breakage. Too loose can and does result in skipped teeth, the ultimate outcome being bent valves or even a destroyed engine. There are various rules of thumb regarding guessing at proper tension. Trust none of them. Get the right tool for the job, and save yourself thousands later. Recommended factory tool on Jensen Healey, 907, Turbos (either L-section or HTD tooth forms), and BDA engines. Usable on any other belt drive cam engine.

907T 3386 \$295.00



Rotating dial features dual scale — 40 to 80 lbs. and 180 to 800 Newtons

Narrow 3 1/4" span allows entry into tight areas.



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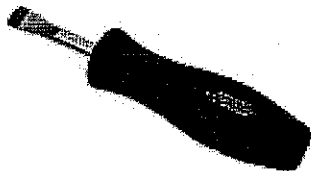
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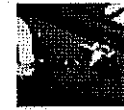
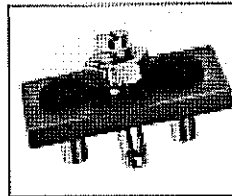


Dzus Tools



Dzus Driver. Specially shaped blade fits curve slot in Dzus button much better than ordinary screw drivers, preventing camming out and burring of slot. Has fat handle for better grip and leverage. Much cheaper than the Snap-On Version.

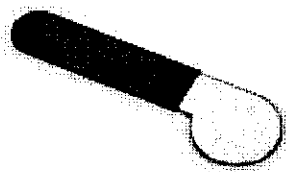
DZ 7001 \$16.90



Dzus Spring Tool. The world has needed one of these for years. Allows you to lengthen or shorten Dzus s-springs to "tune" the Dzus tension or adjust required gap length to suit available stud length. This alone reduces the required precision in calculating grip lengths and the variety of inventory you must have on hand to suit every possibility. Legs locate on rivets to stretch spring. Or reinstall puller the opposite way to shorten spring. Felt pads protect the outer finished surface. Fits all #5 and #6 springs.

Dzus Knife. Right angle version of above gives more leverage and improved clearance in tight locations. Two radii mate perfectly with #5 and #6 Dzus studs.

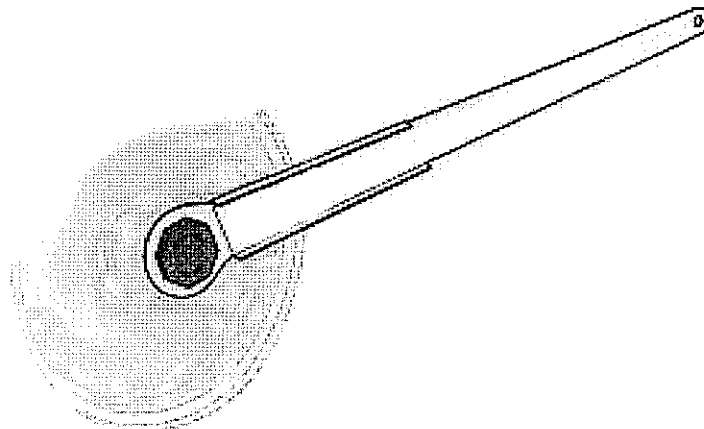
DZ 7000 \$6.23



Rader Nut Wheel Wrench

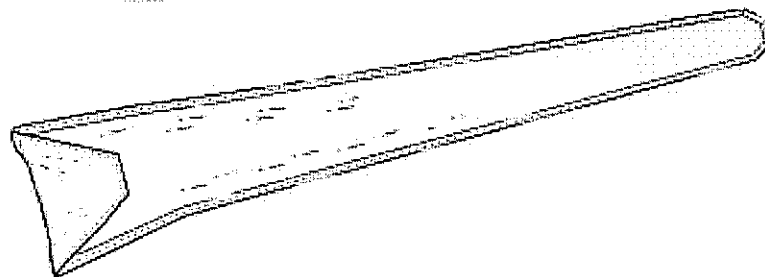
Actually a re-issue of our old tool, now in a nicer design. Lighter weight sheet metal, yet plenty strong enough to undo the most stubborn UNDO. Black powder coat finish.

050T 0351 \$44.00



Hand tailored pouch to store your wheel wrench. No more chips and dings on your wrench or the inside of your trunk. handsome camel colored cloth-reinforced vinyl with Velcro® fastening tab.

050T 0352 \$12.95



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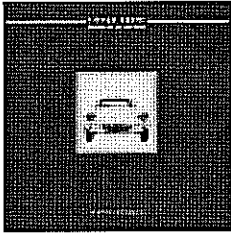


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New Books

"Lotus Elite, Racing Car for the Road"
Dennis Ortenberger



Not really another edition of the same old book, but a much broader work on the same subject. Author Ortenberger has greatly expanded the sections detailing the body design and development stages

with comments and original photos and sketches never before published from the men involved (Peter Kirwan-Taylor, Peter Cambridge, John Frayling, Ron Hickman). A much more detailed history of early production problems and the evolution is also included along with more advanced maintenance and restoration suggestions. If you are an Elite owner or fan (who isn't?) and even if you have Dennis's two previous editions, your shelf will be incomplete without this book. Full color throughout.

014X 1037\$64.00

And Burt Levy's's Latest!

"The Fabulous Trashwagon."

This is the third volume of Buddy's epic journey through early American racing. Buddy grows: gets married, starts a family, takes over Finzio's Sinclair, builds a special (the Trashwagon), goes into business with Big Ed Baumstein, and winds up at the '55 LeMans race. But I've already said too much.



000T 1031 \$35.00

Other Levy Tomes

"The Last Open Road"

The initial racing experience of young Buddy Palumbo. He's immediately smitten by racing and Julie Finzio — in that order, while wrenching at the early open road races at Elkhart Lake, Watkins Glen, and Bridgehampton. You relive this early American racing history as if you are there.

000X 1029\$24.50

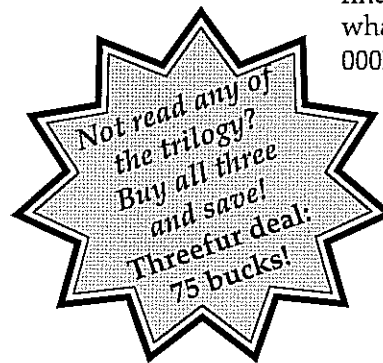
"Montezuma's Ferrari"



Second in the series. Levy's book about 50s sports car racing. This time, Buddy and Big Ed Baumstein do the Mexican Road race, 1953 Sebring, the (old) Bridge, and other early venues. All the original

characters are there, mixed in with real people, like Cunningham, Phil Hill, Shelby, etc. Buddy's technics with race cars and Julie both develop well. It's all written in what Burt calls "first person bar stool," as if it's being told to you by the person next to you at the bar. Indeed, you don't so much read it as hear it! The period development is so detailed and accurate, I was convinced Burt was an old codger writing his memoirs. When I finally had the pleasure of meeting him, I was shocked to find he was, *um*, somewhat younger than that.

000X 1030\$24.50



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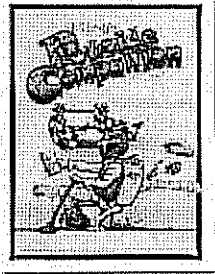


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"Potside Companion"

A collection of Burt's short stories, articles, poems, and signed confessions over the last 15 years. Each can be consumed in the 10 minutes it takes for the average (You know what we mean.)



000X 1036\$19.50

"Racey Recipes"

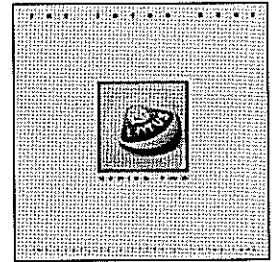


A compilation of favorite recipes from famous racing celebs. Even Bernie Ecclestone has one. (And you thought he only ate people for lunch.)

000X 1037\$19.00

"The Lotus Book" & Poster

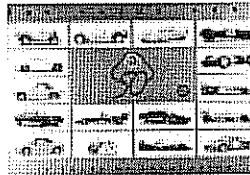
If you've put off getting this book essential to every Lotus library, now is the time to do it. As a LOG22 special, we are offering them at a 10% discount until October 31, 2002.



And, while supplies last, we will include the Lotus 50th Anniversary poster FOC with your order. *You must mention this offer.*

2nd Edition 079X0039\$62.10

50th Anniversary Poster



Purchased separately
050X 0479\$16.90

Other BS Levy Regalia

Pin, Prancing Chili Pepper Logo

000X 1040\$10.00

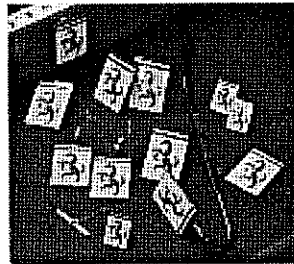
Tie Tack, Prancing Chili Pepper Logo

000X 1041\$8.95

Earrings, Prancing Chili Pepper Logo

Post, 000X 1042\$19.95

Hook, 000X 1043\$23.95



Patch, "Montezuma's Ferarri" w/Prancing Chili Pepper Logo

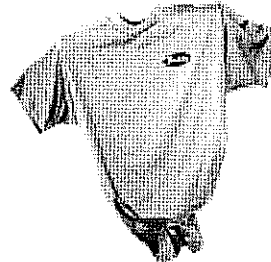
000X 1044\$8.95

"Last Open Road" labels to sew on your driving

suit, shop coveralls, jammie tops, tux, etc., just to fly the flag.

000X 0000\$1.00

Finzio's Sinclair Tees -- \$19.50



Your choice, Buddy or Julie, on the front with Finzio's Sinclair on the back. Wear them with pride. And when your Lexus owning friend sez, "Hey, you're not Buddy! And what's Sinclair?!" you'll know he's not one of us.

"Buddy"

Specify M, L, or XL

Old RagTop Tan:

BUDX 63TN

Shop Rag Blue:

BUDX 63BL

"Julie"

Specify L or XL

Poodle Skirt Pink:

JULX 63PI

Flange Gasket Asbestos

Cream: JULX 63IV



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WEST COAST LOTUS MEET/LOTUS 50TH ANNIVERSARY

October 24-27, 2002 – Laguna Seca

This event is beginning to grow legs. More and more of the people we talk to are planning to attend. This could very well rival the other "Lotus 50th" at Monterey in 1995. How do you have two different 50th anniversaries? Well, 2002 is the actually 50 years from the date of the first Lotus cars built for sale to the public. Steve Earle's event commemorated the date of Colin's first self constructed car, the Austin special.

This particular event is being organized jointly by *Victory Lane* magazine, the Golden Gate Lotus Club, and Club Elite and is in conjunction with the October 25-27 SCCA Vintage races at Laguna Seca. There are an absolute plethora of Lotus related activities — so many that you cannot possibly do all of them: seminars, barbeques, banquets, corrals, special Lotus display, Lotus vendors. Then, of course, there's the racing. Besides the usual SCCA vintage schedule and *Victory Lane's* USRRC Senior's race, there will be an all Lotus race. Even if you're not a regular vintage racer, you might want to consider running this. Last year's Mini convention at the same weekend saw 50 (!) Minis in the Mini only race! Are we gonna' let some little shoebox of a car with drive out the wrong end show us up? If you've done track days and your car has a roll bar, racing belts, and a fire extinguisher, bring it on out. You will be required to get an SCCA membership and vintage license. This isn't as daunting as it seems. SCCA has somewhat, *um*, relaxed their standards from the 50s when you actually had to be sponsored by another member, go through probation, and generally show gentlemanly manner and means to be "approved." Now it's, "Do you have a car that remotely resembles a sports car?" And, "Do you have a pulse?" You still have to display means though. You have to join SCCA (\$65/one year) before you can enter the event (\$275). You must have a vintage license, but SCCA accepts almost all issued by the vintage groups. So enter. There will be more than a few well-qualified drivers who will warmly assure you they won't put a rock ding on your car and that if it hadn't been for that nasty patch with the divorce in the 70s, they'd have been on Roger's short list or at least had a LeMans victory by now. And don't let the "vintage" bit throw you. There are already Elises and Turbo Esprits entered.

Of course, you don't have to race to enjoy the event. The Golden Gate Lotus Club has lots of activities scheduled. However, their deadline without penalty is September 24. See Ken Gray for a registration form or go to the GGLC website (see below).

Laguna Seca is now a State run park. As such, they do have noise regulations. This runs on a varying scale as to time of day, class, etc., from 92 to 98 dba. Hey, this is a government deal. It doesn't have to make sense! To me, noise is noise (and what about that trap club and rifle range just over the hill?). Anyway, come prepared to muffle up and down. FYI, the gummint D.B. cop has his shack just before the bridge at Turn 6 on the outside. No, no. I don't want you to burn it down. Just be aware of where it is. Some guys actually back off or shift up along here to avoid a ticket.

Our entire staff will be there, so you can finally meet them in person, and a few new bits will be on display, as well as yours truly racing the 26R.

For more information:

SCCA Race Organizer

Bruce Goronsky
(415) 387-6002

SCCA Headquarters

For membership by phone.
(303) 694-7222

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