

	SUBJECT	ISSUED BY
cc: <u>F. Flann</u> K. Soars	STATUS REPORT AS AT <u>10TH NOVEMBER, 1980</u>	M. Jones
C.R. Spooner R.G. Becker S.J. Green M. Sprason		Date 10th November 1980
		Sheet No. One

D1A

Pave test car, dismantled at Hethel report to be issued.

D2 (M)

Drivetrain durability, car has been run in reverse with the linkage disconnected, no problems experienced. Reversing part of durability test now in progress.

D3 (A)

Current programme completed.

D4 (A)

Car currently undergoing attention to prevent leak in a/c system.

D5 (M)

NVH investigation: A material to be affixed to the bulkhead, which meets engine bay fire regulations is available from "Bestobell Ltd". A sample is promised for 24th November, 1980.

If tests prove satisfactory then it is felt that 30 lbs of E.V.A material added may be replaced by 8 lbs of this alternative material.

Wind noise assessments to be made at MIRA wind tunnel on 20th November 1980. All seals now fitted.

D6 (A)

Powertrain, 2nd 1982 development car. Awaiting fitment of engine from white Volvo. To be completed 17th November, 1980.

D7 (M)

Car with Mintex, investigation into brake noise continues.

D8 (M)

Car preparation to be complete for shipment to Renault on 24th November, 1980.

D9 (A)

At Bosch, Stuttgart for assessment. Resetting ignition timing cured engine problem.

D10(M)

1982 fuel economy continuing.

D11(M)

Tests completed satisfactorily at Luxembourg to prove ride and handling qualities of new construction rear tyres to improve wear. Sufficient new tyres were brought back to England to equip the endurance cars.

D12(A)

Testing in climatic chambers at Harrison's Buffalo commenced 18th November, 1980.

D13 (M)

Pave car: Cracks found in chassis of car on arrival at Hethel on 12th November 1980. This warranted the fitment of a new strengthened chassis and repair to rear mounting points in the body. New fully functioning doors were fitted and the car returned to Pave on 17th November, 1980.

270 miles completed since return of car to MIRA. Front mounting points in the body required repair after 360 miles.

D14 (A)

50,000 miles endurance car, 29,000 miles completed. Car returned to Hethel on 17th November, 1980, for routine service. 90 amp Motorola alternator fitted. New construction rear tyres fitted. Car returning to Hethel on 20th November 1980, to replace rear dampers.

D15 (A)

50,000 miles endurance car: 13,000 miles completed new construction rear tyres and 80 amp Ducellier alternator.

P1 D19 (M)

Replacement car for 1981 certification. Pre E.P.A testing completed and car despatched on 19th November, 1980.

P3 D20 (M)

Post E.P.A testing continuing.

P4 D21 (A)

Post E.P.A correlation testing between Lotus/E.P.A/Triumph progressing.

(v) D8

It was suggested that the battery should be in the production position prior to shipment to Renault. Lotus to investigate with Renault the necessity of this change.

KS

(vi) SMC Components

These are weighing something in the region of 44% over and above the equivalent GRP components. It was suggested that a weight target is indicated for each component and that Lotus nominate someone to link direct with Ferrozell to provide action plans to obtain these targets.

(vii) D12

Coast down test is to be carried out immediately after Harrison's testing. Parts are being assembled for shipment to the USA.

KS

(viii) Steering Rack Failure

No reply yet as to cause of the failure.

KML

(ix) Master Lighting Switch

New sample hand worked to overcome quality problems is currently being shipped to Lotus for evaluation.

KRS

(f) Certification

4,000 mile car (D19) left Lotus last Tuesday. Preparation is expected today with testing tomorrow.

For
Info

Safety Certification

New programme was issued. Door latch inertia test and seat certification are still outstanding.

GD

Speedometer Certification

Information is still outstanding from AC Spark Plug.

BGW

2. VARI PROGRAMME

Tool No. 4. This has slipped approximately one week due to Dermatitis problem and several modifications required to be incorporated into this tool.

The male master programme has also slipped - estimated completion for the first male master is now week 50. Female second master is also affected similarly. First top shell production mould is in progress - estimated completed week 49. First undertray production tool has been released; this was built successfully using DMCL personnel. It was requested in the meeting that extra DMC personnel be made available to try and hold the programme. Ideally require 18 men total.

HELD ON 11TH SEPTEMBER, 1980

1. VEHICLE DEVELOPMENT

(a) Drawing Release Monitoring

To date 1680 part nos. have been released to DMC, the balance of part nos. are subject to detailed queries. DMC have committed to return all masters to Lotus by Monday, 15th September (this is imperative in order that assembly drawings and modifications requested by suppliers can be started).

CSH

(b) Prototype Programme

Revised programme was issued to the meeting. Prototype build report - see attached.

(c) Certification

D19, D20 and D21 are the 4,000 mile cars. D19 is the standard car which weighs 2391 lbs. D20 and D21 will be started up today [11th September] and will start running the 4,000 miles on Monday, the 15th September or Tuesday, 16th latest. Coast down tests were due to be started at the beginning of this week, but have not yet started first due to MIRAs equipment problems and now due to the high winds. D10 has a definitive engine package installed and is to be assessed for driveability.

KML

(d) Legal Certification

Side impact test was successful except for fuel leakage from the fuel filler cap (Proprietary part) and the sender unit screw ring. A weekly report will be issued against the legal certification programme. GD

2. BODY DEVELOPMENT

(a) VARI Programme

(i) Undertray

Release problems still persist with this tool. The whole tool is to be flatted back and it is estimated that this will be in production early next week. It is hoped that a solution to the release problem will be available by the 25th September. Fall back alternative is to use polish.

PH

(ii) Top Shell

This is scheduled for completion during the week ending 22nd September. Lotus have committed to despatch this tool to Dunmurry by the 29th September. A full team of Lotus personnel will go out to Dunmurry with this tool.

PH

MINUTES OF THE PRODUCT CO-ORDINATION COMMITTEE MEETING NO. 59
HELD ON THURSDAY, 20th NOVEMBER, 1980

1. VEHICLE DEVELOPMENT

(a) Production Release of Drawings

It was agreed that this release should be related to D16 build programme and needs to be linked to an authentic parts list.

For
Info

(b) Update of Parts List

Definitive parts list including fixings to be available at Lotus on Tuesday, 25th November.

KML

Concern was expressed that information, which is in the process of being transferred within the parts list, can be omitted from subsequent print out. A check is required to prevent this happening.

KML

(c) E.C.R's

(i) Chassis Frame

Meeting held last Monday with Sankey was extremely constructive. It was agreed in principle that the restraint bar across the towers should be fitted but final decision is held until Monday, 24th November. This would be preferable to an add-on patch on chassis.

KS

(ii) Epoxy coating of suspension components

Commercial decision still outstanding.

BGM

(iii) Instrument cluster - Dip beam warning light

An alternative bulb has been found. Subsequent to the meeting this was viewed and deemed acceptable. Initially this will have to be fitted to instrument clusters at Dunmurry.

For
Info

(iv) Auto Trans-axle mountings

Supplier is aware of the changes and samples should be available. To be chased.

CK

(v) Fuel Filler Flap Inner

The supplier has requested to delete the flanges around the periphery - no problem.