



Evergreen Lotus Car Club
 P.O. Box 40481
 Bellevue, WA 98015-4481



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - August 2008

RAMBLINGS FROM THE CHAIR:

We had an interesting Google Group discussion the other day about the new Evora. But wait! Maybe you don't even know what the Google Group is? Hmmmm. But if you do know, evidently only about 25 of you (out of our 120 members) have been interested enough to be a part of this ELCC sub-club. Membership is by invitation only, and everyone in the club has been invited to join at least twice by either Andy Keck, Don Christopher, or me. It is sad that hated excess e-mail and dreaded spam might bring about an attitude of rejection preventing our club from utilizing an inner communication tool that could be beneficial and enjoyable for all members. Please, give it a chance, as it really is your loss.

The printed club newsletter has been enjoyed for years and will be continued as long as possible. We are lucky right now to have Robert and Jessica Vets and Mark Parker volunteer their skills to make it happen. There is considerable lead-time necessary for a printed letter and a period where event info is unchangeable with the newsletter in limbo while being printed, mailed, and delivered. Remember we have a 10th of the month deadline for getting materials to us.

A lot of work, planning, and timing is involved to get it to you on time for upcoming events. If you join the ELCC Google Group, we would have the ability to communicate more quickly. Say the upcoming weekend weather looks good for a drive. Put the word out and do it NOW - on short notice, instead of having to plan and wait for an event a month in advance. Just post it on the ELCC Google Group site. If you want to do a track day in Portland or go to the ABFM at the last minute: post it on the site, and get some other members to go down with you. If you find out some tidbit of information on the latest Lotus news or

other interesting trivia: post it on the site. Technical and mechanical questions, parts, pieces, cars wanted or for sale, funny stories, shared interests, argumentative issues, bull-headed opinions: post them on the site. All will be there, including a member that responds with terms like MEH (look it up on the Urban Dictionary website - I had to). We all can be a part of our Lotus Club Google experience.

Group communication is NOT on a daily basis, but maybe once a week, so don't be worried about e-mail volume. The web address for the Group can be found on our club



website, or the first page of the recently sent membership roster. Please join us, see what it is like, start sharing and communicating, and be a REAL member of the club!

I suppose that the Evite (Socializr) responses (or lack of) is of a similar nature; a club tool that could be utilized better. At the very most, we might have approached a 50% member response for a couple of past major events. Sixty to a hundred members usually do not respond in any way with even a simple Yes, No, or Maybe. I suspect that a lot simply ignore or delete them. We understand how busy you are, so are we, but please show a little empathy. Planning and organizing an event is fun, but does take effort, planning, and time. It is done to have fun with the club. Evite responses can always be changed or modified at any time if your personal plans change, so please respond early; especially when food is

continued inside



WHAT IS IT?

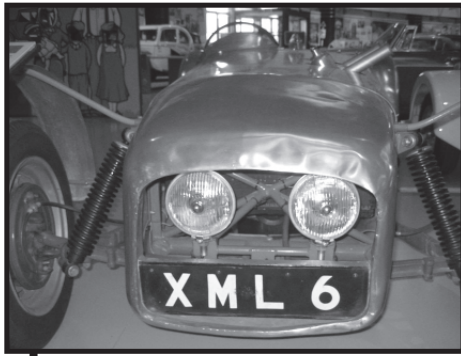
EVENTS

September 4
 First Thursday ELCC Meeting
 at Smarty Pants 7pm

September 12 - 14
 Sun River Festival of Cars
 (see details inside)

September 20
 ELCC Tour of the Flying
 Heritage Collection at Paine
 Field (see details inside)

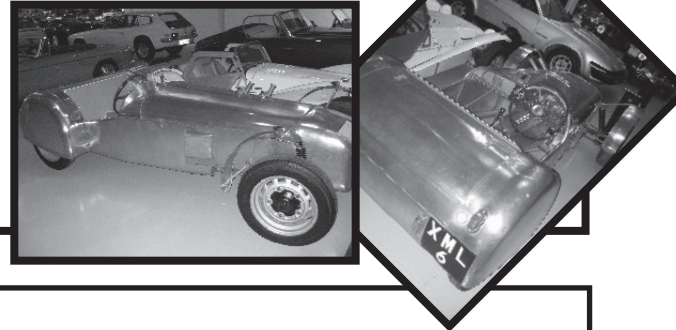
October 2-5
 West Coast Lotus Meet
 (see details inside)



What Was it?

This is the 1953 Mark VI - chassis VI-I - that Colin Chapman successfully raced in the early 1950's. The Mark VI was Lotus' first production car effort and during four years 110 cars were produced. The chassis was built by the Progress Chassis Co. a couple of doors down from the North London factory that Chapman set-up behind his father's hotel in Hornsey. Along the same street the aluminum body was made by Williams & Pritchard. Power was typically from

a Ford unit, as were many of the mechanical bits. But, the cars were sold as kits, avoiding sales tax, so the power plant would vary as customers saw fit. This car is now on display at the British Heritage Motor Centre where it sets with the first Lotus Seven S3 Twin Cam SS, from 1969; the only Loti on display there as this facility is amidst the Jaguar, Rover, Aston complex.



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Membership in the ELCC is \$20/year, with the membership year starting in January, and is prorated in three month increments. Membership includes a club roster and a subscription to Lotus Lines.

Contact the Editor for business ads rates in Lotus Lines.

Contact ELCC at:

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http://www.elcc.org

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Layout by Jessica Vets Design - jvets15@mac.com

Classified Advertisements

Classified advertisements are free for ELCC members, and pricing for non-members is available on request. For adding or removing advertisements, please send them via email to classifieds@elcc.org or by calling (206) 686-7326 by the 10th of each month.

1985 Lotus Turbo Esprit. 45K miles. Used as a regular driver, Lotus maintained, BRG/Gold, BBS wheels, CD, A/C, \$14,800. Robert Ewens (509)447-3344 (home) or (509)280-2478 (cell).

1970 Titan Mk6 Formula Ford. Available in the spring. I am almost done restoring it, but have no desire to race it. Offering for sale now to allow buyer to select paint color, etc. while it can be easily changed. Ground up restoration. Low hours on engine. Lots of documentation. Spares package. \$17,000 obo. Alan Perry, alanp@snowmoose.com.

1989 Caterham S3 Mark 7. 1700 Crossflow with Kent cam, 4 speed, 10.5:1 compression ratio. New tires with only 600 miles. Many other extras. \$23K OBO. Ralph Neil - boatpoor@hotmail.com or (253)272-0885.

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ELCC TRIVIA

Does that guy listed in the ELCC roster really have that many Elites and Sevens ?

Racing Clubs

BSCC: Bremerton Sports Car Club
360-697-1761 http://www.bscc.net

CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 http://www.cascadesportscarclub.org

IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 http://www.irdc-racing.com

ICSCC: International Conference of Sports Car Clubs
425-226-1338 http://www.icccc.com

SCCA: Sports Car Club of America, NW Region
206-292-0500 http://www.nwr-scca.org

SCCBC: Sports Car Club of British Columbia
604-824-7277 http://www.sccbc.net

SOVREN: Society of Vintage Racing Enthusiasts
206-232-4644 http://www.sovren.org

TC: Team Continental, Portland, OR
503-645-9058 http://www.teamcontinental.com

Looking for a Lotus car or parts? The below ads have been spotted in various sources. Note: The below ads have no known affiliation with, nor are endorsed by, the ELCC. This info is being provided to assist members in their search for cars and parts.

1990 Corvette ZR-1 [Ed: Lotus designed LT5 engine], 17K miles. \$23K. Red on red, pampered, original docs and service records. call Tal at (425) 356-9117.

1971 Europa S2 [Ed: spotted on ebay, seems to be in great condition] Everything works. The engine runs great, great oil pressure, no oil or water leaks. Located in Clinton, WA. Call (360) 341-1539.

1991 Lotus Elan, Red. Turbo, custom and factory wheels. 97K miles, \$10,500. Call Rich (425) 771-3007

EVENT DETAILS

Sunriver Festival of Cars

September 12-14

Sunriver, OR

Last month Sean Lane described this event, which he plans to attend, as perhaps the sole Lotus representative amongst the Lamborghinis, Ferraris and etc.. The event schedule is much like other car-related weekend events: Friday night Reception, Saturday car show, and Sunday "Dash" (Drive).

For more info, visit www.sunriverfestivalofcars.com.

Last Months Trivia Question: We did not have room for a question last month.

Car Clubs

ACNW: Audi Club Northwest
http://www.audiclubnw.org

BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 http://www.bmwpugetsound.com

CMCS: Corvette Marque Club of Seattle
425-486-2309 http://www.corvettemarqueclub.com

NWARC: Northwest Alfa Romeo Club
360-766-4405 http://www.nwalfaclub.com

WWSCC: Western Washington Sports Car Council
206-255-0658 http://www.wwscc.org

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EVENT DETAILS

ELCC Tour of the Flying Heritage Collection at Paine Field

Paine Field 3407 109th Street SW, Everett WA 98204 (206) 342-4242

Saturday Sept. 20, 10:00 am at the FHC

Mark Gleason (206) 930-0708

mark.gleason@seattlehistory.org

Please join us for a tour of the Flying Heritage Collection at Paine Field in Everett. This is Paul Allen's collection of US, British, German, Russian, and Japanese WWII aircraft. What makes this collection different than other flight museums is many of these planes are documented combat veterans that are still flyable! As every Lotus owner knows one of the worst things you can do to a high performance machine is not take it out and play with it every now and then. So in order to keep these planes in flyable condition the folks at FHC take two planes out to play every two weeks.

The highlight of our tour will be the flight demonstration of the Messerschmitt Bf 109-E and Curtis P-40 C Tomahawk! (Weather permitting)

The Bf 109 is a veteran of the Battle of Britain, and the P-40 a veteran of the Russian front.

Admission to the museum is \$12.00 if enough people respond to the invitation in time we can get a small group discount and our own guide. If you can't make it in time for the tour be sure to get there before noon for the flight demonstration. You'll get a good look at them flying, but the sound and smell of these things is a rare treat not to be missed. There is no charge to watch the flight. After the tour we will hit a local restaurant for lunch. For more information on the planes and directions to the museum go to <http://www.flyingheritage.com/>

For those who want to drive up together here's the plan.

Meet at the Bus Stop Espresso café next to the 65th St. Park and Ride at 8:30 to 9:00 (Same place we meet for the Museum of Flight restoration Center tour)

<http://www.yelp.com/biz/bus-stop-espresso-seattle>

9:15 start the drive up I-5 to FHC

9:45 meet up again at the parking lot next to the museum entrance in time for 10:00 opening. See the exhibits and watch the roll out and warm up.

11:30 walk out to the runway and find a spot to watch the show. (About a blocks walk)

Anybody who can't make the tour can catch up with us here. There is only one way onto the runway sightseeing area and late arrivals will need to find us in the crowd.

12:00 to 1:00 watch the show.

Hope to see you all there!

LAPPING DAY 101

Alan Perry

Although this was nominally my event, for the most part Mark Sterner did the hard work behind the scenes. He made sure the announcement was written and sent out and made the arrangements for the dyno; He did pretty much everything. I just prepared to talk about what you need to do to run your car in a lapping day. So, it was disappointing for both of us when only four club members showed up: me, Mark, James Ochs and Sean Lane. And I was the only one drove on the track.

Just to remind you about "Lapping Day 101", the club piggy-backed onto an Alfa Club Lapping Day event at Pacific Raceways and we invited a dyno along as well. One has to attend an Alfa club driving school or have previous track experience to run with them at Pacific Raceways, so we were expecting this to be a social event for most club members, a chance to hang out at the track, to check out the cars and learn about lapping days. It kind of worked out for me, because I forgot that, despite that I don't consider myself a serious driver, I tune out everything else and focus on lapping when I do these events so I wasn't being very social.

My goal was to relearn the car. I did a couple lapping days last year with a long-term goal to see how fast I could drive the car on street tires with stock suspension. During the off-season, I installed new rear tires to match the new ones on the front (and replace the nine-year-old tires on the rear) and swapped out, the very cool but very irreplaceable, stock MMC brakes with a lightly used set of Sport 190 pads and rotors. Installation of the new tires didn't go well.

Since Les Schwab is a Toyo dealer and I am running Toyo Proxes T-1Rs, I took the wheels to their local store. They were a special order size, so I waited a couple days, got the call, and brought them in. When I got home, as I was unloading them, I realized they had mounted the wrong size tires, 55 profile instead of 50. I called Les Schwab was told that it was, "a special order tire size and that it would take a couple of days to get them in and... wait, we found the tires that we were supposed to mount."

I brought the wheels back to get the correct tires. An hour later, they call me in to tell me that they could not balance the wheels, even though they had balanced them the previous day with the wrong tires. I was sure that they had bent the wheel and brought it to a wheel repair shop: Dependable Wheel Repair in Renton. They figured out that the guy at Les Schwab didn't know how to use the wheel balancer with odd-shaped wheels. The wheel center was too small for the balancer and required a trick to put on the spindle. I took the wheels back to Les Schwab for one last check on the balance - and would pay the price for that later.

On the day of the event, I didn't know if the start time was when registration opened or when cars got onto the track. I showed up a half-hour early and discovered that it was the latter. Almost everyone else had already gone through tech

and registration and I got to my pit space just before the driver's meeting; ended up cutting it very close. Even though I had registered for the Intermediate group, for some reason, I was placed in the Advanced group. This didn't seem like a good idea since I had no clue how well the new brakes and tires would work.

The Advanced group was also the first on the track after the driver's meeting, so, because I had arrived late, I had no time to check things like tire pressure. When I went out, I was quickly over my head. The brakes (that weren't fully bedded in) were vague and inconsistent, with none of the feel of the MMC brakes. I thought that the tires were off as well, but it was hard to tell because I was spending all of my time trying to stay out of everyone's way. I pulled off the track after two laps and asked if I could run with the Intermediate group.

I waited for Intermediate to start and gave it another go. I started to get a feel for the new brakes, but this was soon overwhelmed by the lack of rear traction. Between the grinding noise that the brakes were making at the fastest part of the track and the back end stepping out unexpectedly in Turn 5A, I decided that it was time to get off of the track again and figure out what was up.

I thought that the tire problem was that I had forgotten to add air for the track and I was still running street pressure (23.5/24). Mark helped me find air and I discovered that the opposite was true. I had too much air in the rear tires. I had set the pressures at one point, but after I took the wheels to Les Schwab to get the balance re-checked they must have put the tires up to their standard 35 psi. Mark had to remind me of the basics (lower pressure equals more grip), so we dropped the pressure down to 28 and would work down from there.

As far as the brakes, I looked at them and noticed that the small ridge that had been on the face of the front rotors was gone. I guess the pads didn't fit exactly the same as they had in the Sport 190 they came out of and the pads had machined the ridge off. Between Mark, James and I, we guessed that that was the source of the grinding sound. With the two problems understood, if not solved, I prepared for the next track session.

This time, things were much better. The car felt more balanced, maybe a slight tendency to oversteer. The brakes, while not MMC good, were getting more predictable. I started to try and put in some fast laps. I was going to try and take Turn 7 without braking (that turn almost caught me out years ago, so I am usually a chicken and lose tons of time there). I was also working on braking later into Turn 2, once I got comfortable enough to accelerate through Turn 1 like I normally do. Mark says that I got down into the time that I just don't seem able to beat - 1:52+. Then, I had a "oh, sh*t" moment during my Turn 2 braking experiments. I tried braking later than I ever had and the brakes faded for a fraction of a second. It was enough to give me a scare. Between feeling out the brakes again and getting blocked by traffic, I didn't put in any more fast times that session.

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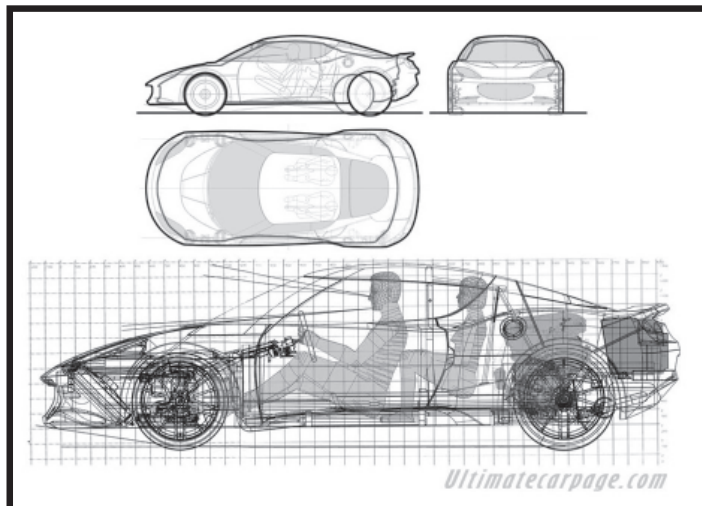
RAMBLINGS FROM THE CHAIR: continued from first page

involved, (whether donuts, picnic, box lunch, etc.). We would really appreciate the courtesy of some sort of a response early. You can also post a comment along, with your response, if you feel the need. Feedback is always appreciated.

As for that Google Group discussion: the new Evora. I want very much to like it, and my concern is that I am having to work at it. The pictures of the car so far, leave me a bit flat. Maybe it's too early, but even the magazines relegate the car to small photos inside. The excitement seems forced. I don't get that feeling of "want" deep down inside that has happened so many times in my car addicted life. Journalists have been confused about the Eagle project, thinking that it was the new Esprit development. There seems to be a general air of mystery, confusion, and flat-line enthusiasm. My concern is about whether the car is "enough" to be a marketing success. I hate that feeling. Now "I will have to see the car" to make up my mind as to where it fits into my hopes and dreams, if at all. We will soon see whether potential buyers start lining up. Loyal and knowledgeable Andy has clued me in as to the Lotus marketing plans and sales targets. I am truly hoping for the best; hope to be surprised. The Elise/Exige is just too small for me to fit in comfortably. The Evora might have possibilities, being bigger overall. And those who know me, know I AM definitely bigger overall!

Mark Gleason's Flying Heritage Tour on Sept. 20th is a must see. Don't miss one of the last and best events of the year. Scheduled to actually fly overhead that day are a Messerschmitt bf109 and a P 40 Warhawk. More details elsewhere and in the upcoming Evite (Socializr).

The ABFM this year awarded its usual \$35 hockey pucks on a candy dish. The car turnout was very strong, but surprising,



Comparison	Elise	Eagle	delta
Wheelbase	2300	2575	+275
Width	1719	1848	+141
Height	1117	1219	+102
Length	3785	4344	+559

with only three Elises, the majority being Europas and Esprits! As I remember, in the Esprit/Elite category, Chuck DeKeyser took home second place in his JPS-like black/gold 1985 turbo, James Ochs got 3rd in his silver 1999 twin-turbo. Poor Doug Jackson couldn't get his 1976 Elite headlights to retract, and was certain that was why he didn't win an award (next year, Doug!). Gary Holt AGAIN had the Europa/Elan field covered with his beautiful Regency Red/gold striped 1972 Europa TC. Roger Croshaw took second in his Ferrari yellow Shazzam 1971 S2. Don Christopher AGAIN took

home 2nd place in his very stock 1966 Seven S2 in the 7/Caterham category. The Elise class had Eric Wolfe in 1st place with his hot 2006 Chili Red 111R, Mark Velky AGAIN taking 2nd in his BRG 2005 (watch out for him next year!), with Alan Perry's highly detailed 1997 clinging on to third. Please excuse me if I have forgotten anybody. It was also nice to see a very busy Randall Fehr show up in his white 1967 S1A!

More important than the awards was the camaraderie that our members shared during that 5 hour period. This event really gives us time to talk and visit, kid around, talk cars, get to know new people, and even vent a bit about life in general. I have always come away from that show feeling that I have some very good friends, and that I am very lucky to have met them through the club.

LAPPING DAY 101: continued

Mark asked if he could ride with me during the last session. Considering all of his help with this event and my lapping days in general, I couldn't say 'no'. We are both kinda big guys, so the fit was tight, but we figured out how to do it. I figured that just trying to put in fast laps would be enough of a show that I didn't do anything deliberately scary for my passenger. Besides, as the sun was setting, it was perfectly lined up with the braking area for the fastest part of the track, so that was scary enough. Mark kept chiding me not to brake in Turn 7. Once or twice, I actually succeeded in not braking there. However, as the session progressed, it was getting harder to select 5th gear on the front straight. Between that and the setting sun, I knew that there were no more fast laps.

After the session, I had a debrief with Mark and said goodbye to everyone. I packed up the car and started to proceed home. However, I could not select reverse. Or 5th. The shift lever would not move far enough right. I backed the car up by foot (an advantage of very light cars) and drove home without 5th gear. Upon examination, it turned out that the bolt that limits movement to the right had come loose and rotated out a little bit, limiting motion to the 5th/reverse gate. I re-adjusted the bolt and all was well.

Still, it was disappointing that club members didn't show up for the "Lapping Day 101" event. But I had fun. I think everyone else who made it had fun as well. That's all that really matters.

EVENT DETAILS

2008 West Coast Lotus Meet (WCLM)
Thursday to Sunday October 2 - 5, 2008
Canyonville, Oregon

The Golden Gate Lotus Club will host the 3-day event with assistance from other Lotus clubs on the west coast.

Opening Reception is Thursday, October 2nd with an optional Solo I style time trials on a closed track at the Jackson County Sports Park in White City, about an hour's drive from Canyonville. On Friday, entrants will have an opportunity to explore the area with a private tour of the CD Lumber Company, the largest producer of cedar lumber products in the U.S., followed by a choice of touring Crater Lake, the Oregon Coast or some Oregon wineries. The day ends with a riverside Bar-B-Que on a private ranch. Saturday opens with the WCLM Autocross, which will run all day. Those who tire of autocross can elect to do one of the tours. The evening includes a cocktail hour followed by the WCLM Banquet at the Resort. The 2008 WCLM will conclude on Sunday October 5th a Concours and Awards Picnic.

The 2008 WCLM will be headquartered at the Seven Feathers Casino Resort and Hotel. Special rates have been negotiated for entrants. For more information and the most up-to-date information about the 2008 WCLM visit the GGLC web site, www.gglotus.org/2008wclm/index.htm

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