



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



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - April/May 2009

RAMBLINGS FROM THE CHAIR

On February 21st, about forty of us were treated to another tour of J & L Fabricating in Puyallup. Owner Louie Shefchik has been



of hand forming new aluminum bodywork over wooden bucks. Highly skilled craftsmen that turn out this perfect work are fondly

extremely kind to the club over the years and a marvelous and interesting tour is always given to us in their immaculate shop facility by project manager and ex-USAC midget series crew chief "Dan".



Just to see all of the fabricating machinery and equipment used to create their perfection is a wonder. From English wheels to a huge industrial lathe purchased from the Meyer & Drake Offenhauser company, an in-floor dyno, and other specialized tools; all make for a dream-like fantasy working environment for most of us.

referred to only as "panel beaters"! There also was a UOP Shadow F1 car there, which was basically the same as Graham Hill's Embassy team car from the past.

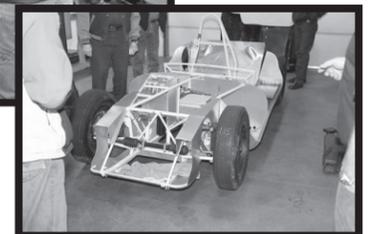
Businessman and an ex semi-pro IMSA GTP Porsche 962 racer, Bruce Leven, always seems to make an appearance when we're there and always has four or five projects going on from street rods to full race Corvettes. We enjoy his amusing stories, various complaints, and anecdotes.

Several of Richard Griot's (of Griot's Garage fame) cars were being worked on. These included an immaculate 1968 McLaren Mk 4A F2/B/3 with a handmade polished stainless steel exhaust header that was considered so beautiful by Richard that

We really lucked out in that a number of Loti projects were going on. These included a beautiful Formula 2 racer, an immaculate Elan 26R, and the complete chassis rebuilding and new body formation of a Lotus Type 15. It was incredible to see the progress and skill



he asked Dan to make him another one to display in his living room as automotive sculpture! The other Griot car



there was a 1977 McLaren M23 F1 car that needed the fabrication of an entirely new tub assembly. Interesting to compare the old painted vintage tub with the brand new one, and marvel at the precision. Other interesting projects included a beastly



continued inside

EVENTS

May 6
 ELCC Club Meeting
 See Evite

May 9
 Elise/Exige Meet&Greet
 Gas Works Park. Seattle
 9am

May 16
 Vancouver All British
 Field Meet
 See Article inside

May.....
 Run to Gorge
 Watch for details

June 3
 ELCC Club Meeting

June 13
 Randall Fehr Restorations
 on Saturday, 10am



WHAT IS IT?

What was it?

David Caley is the first ELCC member to respond to my What Is It? picture and correctly identified the 1951 Lotus Mark 3. Thanks for sending the note David!!!



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ELCC TRIVA

How long have the ELCC dues been \$20 per year?

Last Months Trivia Question: What ELCC member was known for wearing a brightly color turban when he drove his Lotus Seven?

Bob Crichton, who used to startled the residents of Snohomish with his brightly color turban and fast and green (and rare) Series 3 Lotus Seven

Note:

This is the last ELCC Trivia Question - If you enjoy the Trivia Section please send us some Lotus Trivia from your past with the club to share.

Lotus Lines is the official newsletter of the evergreen lotus car club. opinions expressed in Lotus Lines are those of the author and do not necessarily represent those of the elcc or its officers. Use all techni-cal information at your own risk. Please submit all articles, art work, and photographs to the Editor. All other official business should be directed to the chairman. Other Lotus clubs are welcome to use the material printed in Lotus Lines, provided that the ELCC, Lotus Lines and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

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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The ELCC Officers are elected bi-annually and currently those officers are:

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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.

1974 Europa Special. Failing eyesight forces sale. Twin Cam engine rebuilt to standard specifications all receipts available, most mechanicals complete, new radiator, front calipers rear brake cylinders, needs interior, brake master cylinder, minor wiring, and paint. Few if any missing parts. New Panaspport wheels with new tires, Optima battery, new windshield in the box, and other new parts. Car has 27,000+ original miles, just needs someone who can see to complete the restoration. Photos available, car is in Tacoma, contact Steve at 253-304-9669 or via e-mail kamniki@clearwire.net

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).

1974 Europa Twin Cam Special, 5 speed, big valve, rebilt engine, well maintained by Fehr Restorations. Well documented car, \$14,000 Also, 1965 NAF Shelby cobra FIA , Boss 351/top loader \$38K; 2000 BMW M Coupe, 36K miles, \$20K. Contact Chuck at (425) 280-7042 or at cottageblue@msn.com

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.icscc.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.

1955 Lotus 6, VIN 13362 Registration #187MML - \$50,000 OBO (Missouri). It was built by John Rust at Progress Chassis Co. as one of a batch of 3. It was restored by Mike Brotherhood in 1979/80 for Jon Bradburn of Bradburn & Wedge in Birmingham. It was also owned by Chris Smith before 1978, and sold to Mike Brotherhood in 1978, and then sold back to Chris Smith in 1979 in exchange for a Lotus XI. It then went to a couple of dealers in the UK and then to Howard Morrison in Jamestown, USA. Mark Evans of New England Classics then purchased the Lotus VI from Howard Morrison. From there it was sold to John Humphrey. The car has been across the pond several times. The Lotus It was featured in Mark VI Associates, Vol. 7, #8 & 9 Aug/Sept 1992 as one of the great finds. It was first registered in 1957. It is powered by a (English) Ford engine. It does have the original full windscreen. In 1959/60, it competed in the West Hants and Dorset Car Club hill climb at Wiscombe in Devon. It was also driven to all of the club meetings, hill climbs, auto crosses, driving tests, and racing at Eight Clubs meetings at Silverstone. See contact for "British Cars" below.

Original Lotus Dealer sign - \$2800, OBO (Missouri). one-sided and approximately 6 feet long. See contact for "British Cars" below.

Miscellaneous Lotus Parts (Missouri). Call Charlie at "British Cars & Services" St. Louis, MO (314) 428-9335. www.britishcarsofamerica.com

1972 Lotus Elan Plus 2/S 130 big valve - \$7500 (Issaquah). White/black factory pin drive mags, good paint, stromberg big valve, sticky tires, runs drives well. Email at sale-d5rvk-1091565544@craigslist.org

2000 Lotus Exige Motorsport Race Car - \$57,950.00 (Portland). Oregon title with SP Plates. Brand new K series engine with performance upgrades. Professionally maintained, every service receipt with car. Extra Wheels and tires, no damage history. Call Matt (503) 819-9007. http://www.speedsports.net

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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UPTOWN CAR SHOW

The 1st Annual Uptown Car Show will be held Saturday May 30th, 2009 from 10:00 AM to 4:00 PM at Uptown Gig Harbor. The car show and 100% of the proceeds are to benefit the Susan G. Komen Foundation to fight breast cancer. Most people have been touched one way or another by this terrible disease, via a spouse, relative, friend or co-worker.

Spend a day in Gig Harbor, show off your car, enjoy the music, food, raffles, and make some new friends; it is all for a very worthy cause.

Visit their website at www.UptownCarShow.com. There are special rates on hotels on the website and you can register your car directly on line. Directions to the show can also be found on the website.

They are expecting about 120+ cars, so register early. Car staging will begin around 8:00 AM. It should be a lot of fun for all involved and all for a great cause.

If enough club members decide to sign-up, they'll reserve a club space for us.

ELISE & EXIGE MEET & GREET AT GAS WORKS PARK, SEATTLE

This is a call to all ELCC members with an Elise or an Exige to come to Gas Works Park in Seattle at 9:00-10:30am, Saturday the 9th of May. This is being set up as a group meeting to talk cars, technical bits, and hang out in a parking lot with our cars. The monthly meetings are a great opportunity to relax, but after work on a school night, I like to be closer to home, and once I hit the pub....But, Saturday morning is a time to get out and motor.

Bring your thermos of coffee or pick one up in Fremont. I will be there with my blue '06 Elise just before 9am and will stay through 10:30am as a minimum, if we get a good crowd, perhaps we'll stay longer, perhaps we'll head out for a ride, perhaps we'll just all go our own way. If it rains, there is shelter to gather in.

I am not sending out an Evite. I love my Elise and I want to hear and see what other ELCC members have done with their cars. Go for a drive and join me at Gas Works Park on the 9th at 9am. Editor.

ALL BRITISH FIELD MEET – VANCOUVER

Doug Jackson

The Vancouver All British Field Meet (ABFM) is scheduled to occur on Saturday, May 16th. This long-running ABFM is held in the gorgeous park-like setting of the VanDusen Botanical Gardens in Vancouver B.C. located at 37th & Oak Street (which is the extension of I-5/Highway 99 just shortly after you come out of the tunnel that passes under the Fraser River, heading north)

As many of you know, I have been talking with members of the Lotus Car Club of British Columbia (LCCBC) about getting together with members of our club during the car show and possibly after the show for dinner... if you are interested in doing either or both of these things, please contact me.

I checked out several motels, where it might be appropriate to stay (either the night before, after, or both) I have selected the Days Inn - Metro which is located on Kingsway which is only about 15 minutes to the east of Oak Street... call them at 1-800-546-4792, ask for Christine and the AAA/CAA discount. It should be \$98.10 Canadian plus 15% Vancouver City Tax. It's not a fancy motel, but they have nice/free off-street parking. My wife and I will be staying there both Friday (May 15th) and Saturday (May 16th) night.

If you are interested in "caravanning" to Vancouver early Friday morning, May 15th, please call or e-mail.

Doug Jackson -206.282.6182, douglasejackson@hotmail.com

GET INVOLVED

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for more details see all about events online at ELCC.org

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NORTHWEST ALFA-ROMEO CLUB NOVICE DRIVING SCHOOL - MARCH 7

STEVE SHIPLEY

The NorthWest Alfa-Romeo Club Novice Driving School provided a great introduction to driving on the track. It was a safe way to drive a car at and beyond it's limits while limiting the possibility of damage. Pretty much a high reward, low risk adventure. I started preparations on Sunday and was able to arrive at the track the following Saturday with my daily driver ready to drive at its limits.

I'd just fixed a coolant leak and so I had a variety of problems that I was aware. I had a bad miss under acceleration, well worn tires, and brake pads that were 15 years old. The attention getter was when I removed the front wheels to swap brake pads. All 5 lug nuts on one wheel were loose, yet the wheel was stuck on the hub so solidly I had to use a BFH to remove the wheel. There was about a sixteenth of material left so I'd certainly got full use of the original pads. New tires came from the TireRack in Nevada. With standard shipping via UPS they were here in two days, much faster than a book shipped from the same city by Amazon. Group 2 Motorsports in Magnolia was listed as an installer for TireRack and would also perform a track day inspection for \$35. With a quick run to Jiffy Lube and a new air filter, the car's running pretty good.

There were three ways to get Bremerton Motorsports Park from my house in West Seattle; via Southworth Ferry, the Bremerton Ferry, or to drive around. All take about an hour and a half, and the only difference was the start time. Since I woke up early, I took my first opportunity to get to the track and after letting my GPS direct me down some dark two-lane roads. I was first to arrive. With the Group 2 stamp on the inspection form, the tech inspection at the track was a breeze. My helmet and gloves were checked and the car passed without opening the hood. There was a quick briefing where we were broken into three groups for the morning exercises.

The morning exercises were broken down so that the driver could feel specific capabilities; road holding or lateral acceleration, braking, and slalom. My group was directed to the skid pad exercise first. The area was wet down and an instructor entered the car and you were instructed to drive around a single cone. As you circled the instructor would tell you to accelerate, tighten your line, saw the wheel, or tap the brake so you could feel the car understeer or oversteer. At some point, the instructor would pull the emergency brake to spin the car to test whether you would brake and put in the clutch. "In a spin, both feet in". You would exit the course then get in line for another run. On my first run I ran wide, went off course, and mowed a patch of lawn.

After several runs on the skid pad, my group switched to the threshold braking exercise. As most cars were equipped with ABS, this exercise gave you an opportunity to see how your car

feels in a panic stop and your ability to brake in a straight line. You were instructed to accelerate to 40 miles per hour

and when you passed the first pair of cones, make a full stop. After a few runs, the cones were moved so that you would have to brake and steer simultaneously.

The last exercise in the morning was the slalom. There were two courses marked by a single row of pylons, one had its pylons closer together, the slower of the two. The exercise was to weave through to cones while keeping your eyes on the flagger at the end of the course. At some point the flagger would raise the flag, at which point you were to skip a cone before resuming the right left weave between the cones. The first time through the tight course, I clipped three cones but got through the faster course clean before we broke for lunch.

At midday, the novice driver has felt the car at it's turning and braking limits, has some understanding of placing the vehicle on the track, and is capable of responding to a flagger. You've spun out and know what to do when you lose control. After lunch, we are put into new groups and my group lines up for the handling oval.

When driving the handling oval, you are putting together the skills you learned in the morning exercises. The course was marked so you could identify the braking point, turn in, and the apex. You were also put on a course with another car spaced so it was on the other side of the track so it was impossible to get together, but occasionally visible. The line that you were directed to follow was to stay to the extreme right, brake straight, turn in deep into the corner, turn hard left, then clipping the apex while unwinding the wheel while accelerating onto the short straight. As my instructor explained to me, the line looks like tank tracks (a parallelogram) laid inside the oval. I'm learning that the car is capable of moving much faster than my current ability to control it. I need to slow down to stay in control. No spins, no cones down, but I'm going to need more time to get good at the exercise. Now it's time for the auto cross.

I found the autocross very challenging. The group was given a talk on how to read the cones and then given a parade lap. When my turn came, I had a terrible time navigating the course. The car is capable of moving much faster than my ability to read the course. I wasn't knocking down cones, I was simply driving around them the wrong way. At the end of the day, we were given an extra hour to practice on the handling oval or the autocross. I would have liked to go back to the handling oval but I really needed to practice the autocross; I finally got a clean pass at the end of the day.

The only evidence of my day is some mud and grass from being off course. The car stood up mechanically, I'm more aware of my capabilities, and think it's safe for me continue. I'm going back for more. I registered for the next class within a week....

RAMBLINGS

CONTINUED FROM FRONT PAGE



1952 Allard (with a twin I-beam front suspension!), a completely stripped Porsche 911 restoration, a freshening of an old vintage F5000 chassis, a Kasey Kahne

dirt sprint car, and several vintage midget restorations in progress.

Most of you will remember Tom Armstrong's beautiful red ex-Greenwood Corvette from our tour early last year. Unfortunately it was the victim of an on-track "incident" and it too was at the shop, stripped down to bare bones for a complete repair and rebuild.

Several familiar cars from the John Goodman collection were also there for upcoming seasonal prep, as well as a menacingly brutal Porsche 935 Turbo that was a little scary just to stand next to, let alone thinking about trying to drive it at speed! Remember, if you have to ask how much it is going to cost, you probably can't afford them! But we can dream.

The weather co-operated for a nice drive and Lotus turnout. Four dozen great donuts were supplied by our chief executive donut officer Chuck Dekeyser, great coffee was furnished by J & L, and it all added up to get the year off to a running start! Many thanks to J & L.

We celebrated the first day of spring with the 9th running of the Annual Karting Spring Sprints, held at K1 Speed in Redmond. Those in attendance were Alan Perry, Emma Perry, Greg Whitten, James Taylor, Steven Shipley, Clayton Prow, Atsushi Kato, and Sean Lane. The chairman screwed up and failed to note that they had changed the opening time from 10 AM to 11 AM, so we had an embarrassing hour to kill. Greg Whitten came to my rescue by offering to show us his nearby car collection again. Three of us piled into his new AMG Mercedes (with an awfully sweet exhaust note) and went on a spirited drive to see his toys, with assorted Loti in tow. The hour was over all too quickly, highlighted by a lightweight E-type Jaguar



Roadster with one of the most immaculate engine bays I have ever had the pleasure of gazing upon. A random F40 and a couple of vintage Alfas, Lotus Elan and his other toys helped pass the time. Thanks Greg, for bailing me out, and turning my error into a club bonus! I owe you at least lunch next time, and I can't wait to hear about more of your vintage racing experiences.

Upon returning to the track, we virtually had the place to ourselves and so all were able to run together. Sure beat the \$1000 private track rental fee, so the Lotus gods must have been watching out for us. The Tesla-like electric karts were quick with immediate torque. Everybody ran three 20-lap sessions, with Clayton Prow and Greg Whitten consistently fast and smooth. Atsushi Kato seemed always near the top (and has been for years, be it K1 or Sykart). However, when the fury was over, we were looking for the three fastest laps of the day. Jim Taylor put together that perfect lap with a combination of driving skill, strategy in getting a clear track ahead, and probably a little luck. He scorched the field by almost 2/10 of a second to win. Atsushi Kato and Sean Lane tied in a dead heat down to 1/100 of a second, so we had to go to their second quickest lap time to establish 2nd and 3rd place. Kato just edged Sean for a higher place on the podium. Everyone seemed to enjoy themselves and to let out some aggressions. I hope we do it again next year. Congratulations to all that took part and gave it their best shot, as that is what it is all about!

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