



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



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - September 2009

RAMBLINGS FROM THE CHAIR

In getting caught up on events in the newsletter, I can't go without mentioning the Historics. I don't think that there is a better value for the car enthusiast than this annual event, and I am always surprised that club members are not literally fighting over the 20 spots available in the Car Corral. The economy, of course, played a factor both on and off the track, but \$25

Saturday and Sunday. Rides were given at this time to some well-deserving SOVREN volunteer workers and added to the fun atmosphere. My passenger on Sunday was a 9 year old daughter of one of the workers



and whose 16 year old brother I had given a ride to on Saturday. She didn't quite understand that it wasn't a race, and kept urging me to pass (can't do that!) and go faster (can't do that!). At the end she wondered if we had won! Just by participating and supporting Seattle Children's, I think that we all were winners that weekend.



for a whole days worth of gearhead stuff is a pretty good value (or \$40 for a three-day pass). The Car Corral gives the club an opportunity to show off its vehicles to vintage racing enthusiasts, not necessarily just the British car crowd. A wide range of car clubs participate, ranging from Alfas and BMWs to Pontiac GTOs and even Corvairs. The Corral is really a show all by itself and this year was highlighted by a new 2009 Alfa 8C Competizione on display. An additional bonus was that we were allowed to do three (not the usual two) parade laps around Pacific Raceway during the lunch breaks on

The various vendor and memorabilia display tents (including a Tesla display), the racing paddock area, as well as the on-track vintage racing action give a person an incredible day of car stuff and escape from the realities of life. Being brought to life are always many vintage racecars that I had only read about or saw pictures of over the years. Walking through the paddock for the first time each year evokes feelings similar to my childhood memories of waking up on Holiday morning and opening non secular



continued inside



WHAT IS IT?

EVENTS DETAILS AND CALENDAR

Go online to WWW.ELCC.ORG for the calendar of events and photo journals of previous happenings. Don't forget to respond, even if you are uncertain, to the Socializer email invitations that you get, it matters. Don't do the email or web thing, let us know and we'll look to get more details back in to Lotus Lines.....

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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 Panasport 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 kaminiki@clearwire.net

Racing Clubs

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

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>

What was it?

Wait for it.....



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Contact the Editor for business ads rates in Lotus Lines.

Contact ELCC at:

Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481
<http://www.elcc.org>

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

Chairman: Mark Sterner (206)870-0359
chair@elcc.org

Membership: Alan Perry (206)855-9464
alanp@snowmoose.com

Treasurer: Andy Keck (206)390-3870
andykeck@mac.com

Editor: Robert Vets (206)669-8444
editor@elcc.org

Advertising: Sean Lane (206)686-7326
classifieds@elcc.org

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Layout by Jessica Vets Design - jvets15@mac.com

DeLorean Motor Company - Northwest
1950 116th AVE NE, Suite 200
Bellevue, WA 98004
425.451.7000 Voice
425.451.7019 FAX
email: dmcnorthwest@delorean.com
URL: www.dmcnorthwest.com



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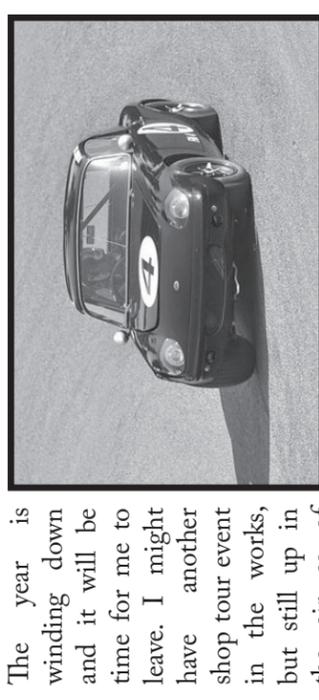
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The year is winding down and it will be time for me to leave. I might have another shop tour event in the works, but still up in the air as of this writing. The Calendar Photo Selection Party will be at my house one more time on October 24th and our Holiday Party will be hosted by Don Christopher on December 5th. Thanks for the opportunity to be your chairman and hope you have enjoyed the ride!

Contribute to Lotus Lines

Submit articles by the 10th of the month to get them into that month's issue. Submit often, let us know what you're up to with your ride. Remember, Lotus has spanned the automotive world in many ways, you don't need a supercharged Exige, a historic seven, or an elegant Elan to be part of the Lotus world.



RAMBLINGS *continued from the cover*

humanist gifts representing nothing in particular, but possibly! Wow, took a little effort to come up with that one.

Jon Shirley had the Dennison-restored 1957 Ferrari 250 TR up to speed. Fred McDonald was enjoying life in his classic 1968 Lotus 51. A beautiful 1963 Lotus 23 was done in the same identical Arciero Bros. paint scheme as the Dan Gurney Daytona-winning Lotus 19. Numerous Elevens, 17s and 26Rs were done to perfection. The 1985 IMSA GTO-winning 7-Eleven sponsored Brooks Racing Thunderbird made a rare and very quick appearance. But the highlight of the weekend for me was experiencing the ex-Al Unser Jr. driven 1978 Galles Lola Frisbee GR2 Can-Am car run against John Dimmer's F1 Tyrrell-Cosworth. A pretty tight and even battle for several races. The club will get a chance to inspect the Frisbee, as well as the rest of the cars in the Jackson-Dean Racing stable in our upcoming JFC Racing Shop Tour on September 26th. See the Evite for more details.

LOTUS & ANIME

By Atsushi Kato

Lotus has become very popular in Japan. So popular that its even been noticed in the Anime world. If you don't know, Anime is another term for a cartoon - well, sort of, it is a specific kind of Japanese animation. Anyway, I was doing some video surfing on YouTube and I came across a flick called eX-Driver. It takes place in a future Japan where electric cars do the driving for people. The futuristic, electric cars have a bug in the ECU and end up going crazy, running away on the highway and injure the people who ride those cars. The group of kids called the "EX-DRIVERS" who stop the cars from harming anyone.

When I saw this anime, I loved it because it was so realistic sounding. The Europa had a nice deep side draft Webber 45DCOE sound and the 7, that Seven sounds just like how ELCC club member Lin drives his 7. The opening of the show is great. The 7 is driving through Touge, Japan's mountain side road, and is just taking the turns like



a champ. Drifting through each one, as it enters the future city of Tokyo.

I think this is got to be one of my all time favorite car Animes I've ever watched. It's thrilling and full of action and a little bit of romance with the cars. Well that's if you want to look at it that way. I think you'll enjoy this film. It's dubbed in English so you don't have to worry about getting caught up reading the subtitles. I found this Anime on YouTube and on a Web video site called VEOH. Just type up "eX-DRIVER" and you can't miss it.

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

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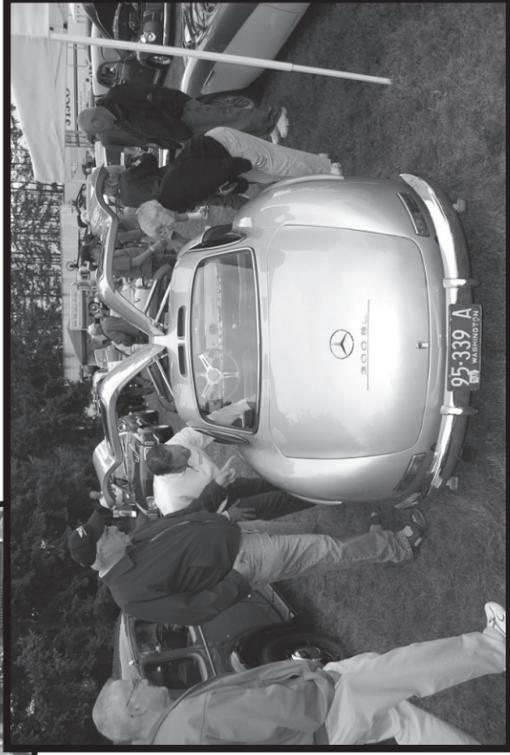
August 29, 2009

By Army Barer

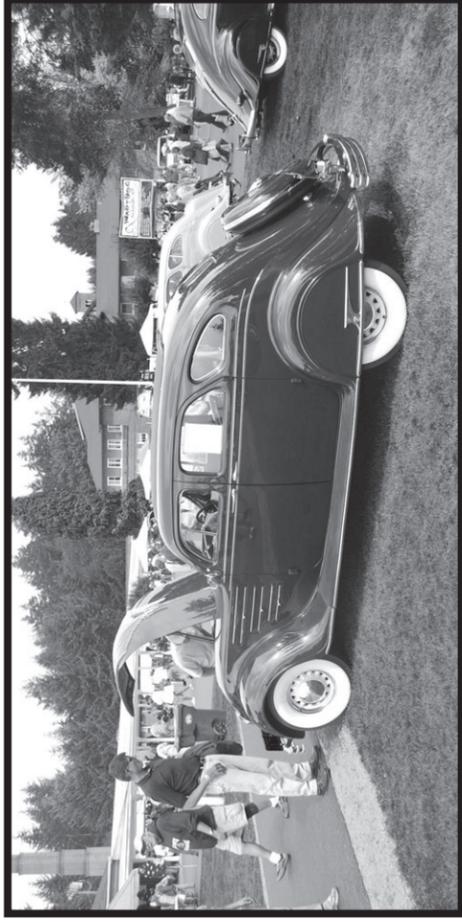
You can't call yourself an auto enthusiast unless you have viewed the LeMay collection. Harold LeMay assembled the largest private auto collection in the world. Each year LeMay would open the collection to the general public for



conours was a chance to renew an old friendship with the class winning 1955 alloy bodied Mercedes 300 SL Gull wing. The car had originally been purchased by Lance Reventlow (of Scarab fame) who sold it to a client and friend of mine, Jerry Flemming who sold Fiats and Citroens in Renton. In 1961 Jerry wanted to sell it to me for \$3,000. I passed on the deal and bought a 1200cc Fiat Spider from him instead. Jerry sold it to another friend and the car wended its way through various West Coast and East Coast ownerships and ultimately to Switzerland. This year a Seattle collector bought it in Switzerland for a lot more money than the \$3,000. and brought the beauty back to the Northwest. If you have



never seen the LeMay collection you really must do so. If you love the collecting hobby you should support the museum effort. Further information is available at www.LeMaymuseum.org



the Open House coincided with a national meeting of Chrysler Airflow owners. Visitors were treated to a unique assemblage of these cars the design of which enthusiasts either love or hate--but which so influenced auto design. Also on the show field were collector cars of virtually all descriptions. Perhaps because of conflicts with other events or the torrential rain, I only saw one Lotus. John Scheidt displayed his 1969 Europa S2.

For me, one of the hi-lites of the judged

TRACKSIDE WITH TREVOR COBB

Picking up from the last article, where we introduced what it means in the larger sense to 'do' track days, let's dive right into how to get going. Here in the northwest a very common path is to go to www.proformanceracingschool.com and sign up for a 1-day school. Don Kitch is very well respected in the community and his school runs a top-notch program. I went this route when I first started, though this school was actually my second track day, but more on that later! Don

runs a superb event and the price point matches the quality, which may be more than one is interested or willing to pay for, and may not be necessary. Another option, and the one I recommend, is to use the club system. The Porsche Club of America (PCA) here in the Seattle area has a great program and has partnerships with many clubs. If you are a member of one of these partner clubs, you can sign up for a Driver Skills Day at Bremerton. This route has three simple steps, Driver Skills Day, Novice HPDE, and Solo HPDE.

The major reason I recommend this route is price. Obviously, the Bremerton track, the location of the PCA skills day, is much cheaper to rent than Pacific Raceways and thus the cost of this event to us drivers is very low. In fact, in January the cost for my wife (See I told you I recommend this route!) was about \$55 out of pocket and includes lunch. They also have helmet rentals which can get you into your first driving event for a total of \$85 bucks! (\$55 for the event and \$30 for the helmet rental) Add to that about 20 miles of "total operating costs" and you have one very well priced event that is a lot of fun and full of people just like you!

Once you have completed a "Skills Day" with the PCA you will get a little card that gives you the option to "move up" to the High Performance Driver's Education (HPDE) events. These events are we commonly called "track days." This skills day certification is generally recognized at any club or track day company that has a novice run group, however, you will need to have an instructor ride with you at your first events until they bless you off as "Solo Qualified". Trust me though; you will actually want to have an instructor. In fact, in my case, even after I was qualified as a Solo Driver, I started to pay extra to have an instructor ride with me for a portion of each track day. To this day, after 5 racing schools I still ask for an instructor about every other event. Once you are Solo qualified, your development is completely self-directed.

At this point let me pause for a note on process and safety. It is my sincere opinion and the opinion of many track day drivers



that there should be a very formal process for getting "Solo Qualified." In fact, there is very little reason that this process couldn't be similar to becoming "Open Water" certified for SCUBA Diving. However, this is not the world we live in. What I do recommend is that you develop and maintain a drivers' logbook that contains important information from every event that you do and has a spot for your instructor, or once you are solo, the event organizer, to sign off and add any notes. We'll include an example of this on our website that I have built and improved upon over the years. This book (a three ring binder with many travel stickers on it at this point), has been infinitely useful when I travel to other countries. For example, I may not speak the local language at a foreign track, but every driver of race tracks understands the info contained in that book and it is then very easy for an organizer to decide not only if I am qualified to drive at their event, but to place me well in the run groups so that I and the people I am with will have a good time.

In summary, the general path that I recommend is to complete a skills day with a local car club and then graduate to Novice HPDE and to Solo qualified. If you are a quick study this will take about three events and cost about \$550 for track fees and yield about 6 hours of track time putting about 350 track miles on your car. As a comparison, the Proformance 1-day school will cost about the same but has an additional requirement that you come back for another event and pay for an hour with an instructor. That second day would cost you about \$385. At that point you would also be at the same skill level as if you had chosen my recommended Club route. Armed with this plan, let's tech our cars and head down to the race track for our first event!

One final note about the club route; I have focused here on the PCA, but there are other similar programs with the NorthWest Alfa Romeo Club, which ELCC has tried to coordinate with, and the local BMW club has a well respected program as well. So, there are plenty of options to go this route. Next month we'll cover how to 'tech' the car.