



Evergreen Lotus Car Club
 P.O. Box 40481
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LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - Aug-Sept 2010

FROM THE CHAIRMAN'S DESKTOP

by Doug Jackson

This past month or so has been full of ELCC-sponsored and other interesting car events and activities and I know that quite a few of you have taken part in some of them, which is great!

together; the Monterey Vintage Races down in California (which at least three of our members attended!); the Mountain Loop Road Drive; the annual LeMay Museum Collection & Car Show; the San Juan Concours event; the ABFM down in Portland, and; the Concours d'Elegance in Kirkland. Two more, very

more of them will be chatted about in future newsletters and probably in person at one or more of our "First Thursday" things.

Something you might be interested in noticing, is that all (or nearly all) of the articles contained in this current copy of our newsletter have been written by "new", not-previously published in the newsletter, ELCC-members. And, if you have a (Lotus-focused) subject that you'd like to write an article about for a future newsletter, I'd really like to hear from you. Maybe you'd like to write about a restoration project, a review of a favorite shop; a car you used to own, a trip that you've taken in your Lotus (and I don't mean just to the grocery store!), etc.



Since a bunch of us put together the last Lotus Lines newsletter, there have been quite a few opportunities to hop in your Lotus (or other vehicle if your Lotus has "issues") and enjoy the company of other people who like at least one of the same things that you do. Of course, there was: the Western Washington All British Field Meet in Bellevue; our club's annual Summer BBQ down in Burien; the BritBull All British Car Show over in Spokane; two of our casual "First Thursday" get

interesting car events are going to occur a couple of days after I'm writing this, namely, the Sunriver Festival of Cars down in Sunriver, Oregon and the SOVREN "Fall Finale" down at Pacific Raceways in Kent... and these are only the things that have been listed on the ELCC 2010 Event Calendar (www.elcc.org/events.asp).

You'll find articles about a few of these car-focused activities and events in the newsletter you're holding in your hand and a couple

I think that our club members have been having a pretty good time so far this year (and it's not over yet!) and if you'd like to send me your comments and feedback, I'd appreciate hearing from you.

And, I'd like to encourage you to get your Lotus out of the garage and use it... after all, these cars are meant to be enjoyed out on the open road. I mean they're not just decorative items for your garage are they?!?!

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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.

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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.

1985 Esprit Turbo, BRG with tan interior. Maintained and used regularly, no leaks. 57K miles, \$14,750. Call Robert at (509) 447-3344 (Eastern WA).

Lotus Elise 111S, Right Hand Drive, Rare VVC Rover powered Series1 Elise with Dave Andrews K06 upgraded head giving approx 170HP. Factory hardtop and soft top Lotus Sport upgraded shocks and springs, alloy belled discs, carbon fiber rear diffuser, Speedline wheels, 29K. This car can not be licensed for the street and is sold with a bill of sale only. Contact John Schneeman at

jmschneeman@msn.com or (206) 854-6706. New price of \$16,500.

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.

1999 Esprit V8
- Black/Black, 21k miles (Sammamish)
- \$28,900 --
Contact Jeff at sale-hbzj2-1811194850@craigslist.org

WTB - An Elan Roadster (not M100 Elan). No projects, please. Contact John at jgarvey2@cox.net



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GET INVOLVED

WRITE an ARTICLE (or get the details to the editor, and he'll write for you)

HOST an EVENT (Doug, Alan, or Andy will help you out, just come up with an idea)

ELCC Dues Going Up for 2011

You might not know it but ELCC club dues have been \$20 for 18 years now. As we look forward to the coming year's activities, events, and general costs, we've determined that we must increase rates a bit so we can try and provide better service to our members. Rates will be adjusted from \$20 per year to \$25 when renewal time comes around.



Message From the San Juans

By Chris Curtin and Larry Eppenbach

Summer weekends are not the best times to queue for a Washington State Ferry to Friday Harbor but the experiences on arrival can be worth the wait especially if they

and a meticulously restored black '48 MGTC, both award winners.

Best of Show went to larger English iron, a gorgeous red XK150S Jaguar. A stunning 1959 Morris Minor Traveler from Brier, WA was a past winner here and still generated a high level of interest.

Porsche's are always popular entrants and a '89 Carrera Coupe took top honors, but those who had the opportunity to join the Island Car tour on Saturday still rave at the collection of 356's found along with refreshments at the end.



The ELCC was represented by Chris Curtin's bright yellow Elise, which won top honors in class two years ago, and Larry Eppenbach's Donkervoort S8, which, like so many Lotus 7 variants, always generates "fun to drive" interest.

their similarly described owners. Perhaps the bright yellow 1914 Ford Model T Speedster best typifies this class though its owner Lee Brewer who flew Saber jets in the Korean War would surely take exception to being called old. Also represented in this class is at least one "woody" and this year it was a 1948 Chevrolet with great side panels.

More photos of this Concours can be found at: <http://s947.photobucket.com/albums/ad319/SJConcours/2010%20SJ%20Concours/>. Better yet, plan to come next year and take some of your own.

included a visit to the Annual Concours held at the San Juan Vineyards on Sunday August 29th. Its an ideal venue; small, sunny (by afternoon), and full of a wide variety of stunning vehicles and eccentric car enthusiasts from the Pacific Northwest and Canada.

And, of course, there's Mona the official greeter and everyone's favorite, San Juan Island's resident Camel.

This year a trove of English pre and postwar sports cars were present including a '36 Austin 7 Nippy

ELCC member Ed Harrison meticulously assembled this car in 1985 and that helps in the ELCC representation.

One of the endearing features of the SJ Concours is the number of beautifully preserved US origin vehicles entered, often very old, very rare, and very sporting, usually in the company of



2010 All British Field Meet at Portland International Raceway

by Doug Jackson

Four hundred and thirty five miles door-to-door in my 1976 Lotus Elite with no problems!! My wife (the adventurous one) and I attended this year's All British Field Meet (ABFM) down at Portland International Raceway



(PIR) again and it was even better than last year, even though my car didn't win any sort of trophy.

We drove down to Portland on Friday, the day before the 34th Annual Portland ABFM so as not to be in a hurry. The car "purred" and the weather was nice and sunny that day and continued to be beautiful for the whole weekend.

There was a much bigger crowd of people and cars this year compared to last (probably because of the nicer weather... it rained last year!), which made for a really good display of Lotus cars... there were

more than sixteen in the various categories. In category LO-28 Type II, a nicely restored 1956 Lotus Eleven owned by Peter & Kathleen Ghormley of La Center, Washington won 1st Place. In category LO-29 Elan & Elan Plus 2, a good looking 1969 Lotus Elan owned by Frank Haas of Bingen, Washington was awarded the 1st Place trophy. In LO-30 Elite, Eclat, Esprit, Cortina & Europa,

won the People's Choice 1st Prize as well as the Judge's "Best of Show" award... some of you might remember this Perrywinkle blue car with its red leather interior from the last Western Washington ABFM where it also won the 1st Place trophy in its category. You might also remember it from our "Shop Tour" of ELCC-member Randall Fehr's restoration facility. Another trophy award winner was

a beautifully restored 1960 Elite owned by Brian Wertheimer of Lake Forest Park, Washington

Club Lotus Northwest President, Mark Velky's 2005 Elise which won 2nd Place in the LO-31 Elise



down the lane where my car was paddocked.

My crew guy Henry and I loaded my Lotus 51 Formula Ford and arrived in Portland Friday afternoon. Since we are using an open trailer, I made arrangements to stow all the equipment in one of the enclosed trailers.

The cars were divided into five run groups.

Group 1 - Pre 1960 and Formula V

Group 2 - 1960 to 69 small bore

Group 3 - 60 to 69 mid and large bore, and sport racers

Group 4 - Formula cars and selected later model cars

Group 5 - Formula 5000

Formula 5000 is a large open wheel car with big V8 engine, huge wings, and very large slick tires. They were the featured group for the event and so attracted entries from all over the country.

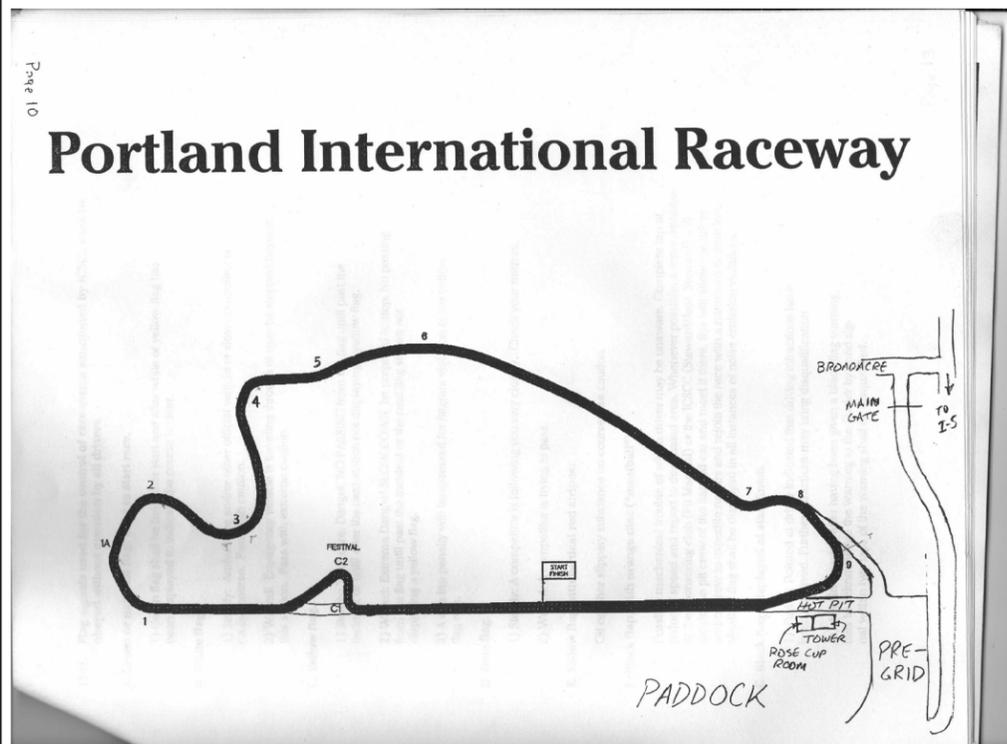
The track is enjoyable and flows quite nicely. It's full acceleration down the main straight, brake hard for the chicane, shifting from 4th to 1st going into c1 (using the old numbering system). C1 to c2 is awkwardly slow. After rounding c2 its full acceleration to turn 1. My gear ratios create an awkward moment just before turn 1. I run out of RPM's in 2nd gear, but I want to be in second gear going through the next series of turns. It is hard to choose between leaving it in 2nd or shifting into 3rd and then immediately back to 2nd going into turn 1. Turns 1 to 4 are my favorite segment. By standing off from the turn 1 apex, turns 1 and 2 can be taken in a smooth arc as if they were just one turn. Swing wide of turn one by about one car with, clip the curb at 1a, swing out to the curbing between 1a and 2, then clip the apex at 2. The course goes smoothly back and forth to turn 4. After turn 3 it's acceleration to turn 4 brake for turn 4. It is then

full acceleration from 2nd gear from 4 to 7. At 7 I shift from 4th to 2nd, maintaining speed onto the main straight.

For the last race on Monday, they combined groups 4 and 5. Not good for us little cars. Fortunately, only three F5000 cars were still around. I was keeping a close watch waiting for them to pass. At one point in the race, I was somewhat down the main straight and saw in the mirror the first one rounding the last turn. I was hoping that he would get past before the chicane. It seemed like he went blasting by about the time I completed my thought. If you think these cars are impressive roaring down the straight when viewed from the grandstands, consider sitting in a small car as it goes by just inches away. Another fortunate circumstance, two of the three F5000 cars quit early, so that was my only encounter.

For the last races on Monday, to encourage drivers to stay to the end, a finishing position was selected in each of the four groups to receive Piloti Spider Driving Shoes. Yes, I got the shoes for the combined groups 4 and 5.

It was a good weekend. It was cloudy enough to keep temperatures down and there was no rain. Even Monday afternoon when we left the skies were totally clear except for some nasty looking clouds along the northern horizon. Even at that, we did not see rain until Renton.



V-12.

The paddock is one the highlights of the event for me. It is an opportunity to get up close to see most of the racing cars while talking to the drivers, crews, and owners. I had my first encounter in the paddock this year with a Porsche 917. It was much shorter than I expected yet very wide. It was quite a treat to see, hear, and smell.

Lodging is typically tight and reservations are required far in

events and at



google.com/ron.dike

The 2011 Monterey Motorsports Reunion is scheduled for August 19th thru 21st. Tickets can be purchased on line at www.mazdaraceway.com with home delivery up to 2 weeks in advance of the event.

2010 Columbia River Classic and All British Field Meet

by Fred MacDonald

This Labor Day weekend event consists of a SOVREN sponsored three days of racing, two days of ABFM, preceded on Friday with Portland Lotus club track day.

The facility has a nice layout with the ABFM activity just west of the paddock area. This compact layout allows going back and forth without a long walk. With my wondering around, I kept coming across Doug Jackson taking in the whole experience. Also, I was able to arrange buying new Elan tires and having them mounted and balanced at the on track tire dealer who was situated about 50 yards



reasonable rates. Plan on making advance to lock in a room close to reservations by February and paying around \$200+ per night.



As usual, I took plenty of pictures this year, some of which I have included here and more that can be viewed at <http://picasaweb>.



Vintage Racing Enthusiasts (SOVREN), and look for an article written by ELCC-member Fred McDonald about this elsewhere in this newsletter; "Adventure Drives" in Land Rovers of various types on a motorcycle track on the

& Exige category.

Another Lotus car of note displayed at the show was the BRG 1985 Turbo Esprit driven to the event clear from Newport, Washington (near Spokane) by ELCC-member Robert Ewens.

Lotus was represented in other categories by a number of 1973 Jensen-Healeys which (as some of you might already know) used the Lotus-developed dual overhead cam engine used by the mid-70s Elite, Eclat and Esprits. Also in attendance was a Lotus-engineered 1981 Delorean DMC12 which was awarded 1st Place in the Marques From The 80s category and a Noble Lotus

23B replica which took 2nd Place in this same category.

The ABFM is just one of the things that takes place at this multi-day event. The other things are: the Friday before he car show there's a day of racing sponsored and run by Club Lotus Northwest; there are several days of racing run by the Society of

"infield" of PIR (that was fun!) as a fund raiser; a slalom track run by the local Jaguar club, and; a pretty



good Swap Meet held on Sunday.

Of course there are quite a few vendors in attendance for your enjoyment and, you are allowed to wander around the race car paddock area as much as you'd like to, taking pictures and chatting with people, which is a lot of fun.

It's a pretty darned interesting weekend of "car stuff". You might think about attending next year.





ELCC Mountain Loop Drive

by Don Christopher

This year's Mountain Loop Drive attracted eight ELCC members and five Lotus cars - Aimee Hou (2008 Elise), Robin Boltz (2005 Elise), Mark Gleason (1967 Elan), Doug Jackson (1976 Elite), and Don Christopher (1966 Seven). We almost had six Lotus cars but Roger Neale's 1966 Lotus Cortina was having trouble starter problems, so he drove his Audi instead. Don's wife, Denise, used the family Lotus-inspired Dodge Caravan to tout the picnic lunch and block would-be over-takers.

To avoid the traffic problems encountered last year, and allow



everyone to stay together for the entire drive, we met up an hour earlier and at a different restaurant in downtown Snohomish. With maps and coffee in hand, we drove north out of Snohomish, then soon cut east on a different route towards Lake Roesigner. All was going well until we turned right on to the best, most twisty road and encountered tar and gravel ! Ahh, that wasn't there three weeks ago when I test drove the route. But it was too late to turn back. So we crept along for a few miles until we were able get back on proper pavement and head north through Granite Falls to the ranger station where we bought day passes and inspected the cars for rock chips.

Heading north from the ranger station for the 15 mile run along the Stillaguamish River, we alternated between nice smooth fast roads and newly created gravel slow sections. It seems Snohomish County decided to spend all of its road repair money in the last two weeks of August this year.

We arrived at the Big Four picnic site just before 11AM. This was early enough that the parking lot and empty picnic tables were mostly empty. Lots of rooms for car photos and a nice lunch! After lunch, we hiked the newly manicured trail to the Ice Caves for a group photo before dispersing back to Seattle.

Photos and videos of the drive are available on the ELCC web page (www.elcc.org).



Monterey Historics

By Ron Dike

The annual gathering of vintage cars, outrageous auctions and swarms of "car people" known locally as "Car

The races, which have been run for the past 36 years by Steve Earle and his organization, General Racing, were coordinated for the first time in 2010 by SCRAMP (Sports Car Racing Around

changed from the "Monterey Historic Automobile Races" to the "Monterey Motorsports Reunion". Beyond that, there seemed to be significantly more cars racing, some 750 to 800 in all. The paddock was literally bursting at the seams. There were other subtle changes as well, such as changes in food vendor quality and locations, all good.

"Dan Gurney--The Cars He Built, the Cars He Drove" was the title of the event this year. 28 of Dan's most significant cars were present for viewing and several were driven in anger during the weekend. Of special note was that Alex Gurney drove one his father's cars for the first time



Week" on the Monterey peninsula happened right on cue this year in the second week of August. My wife and I have been making the pilgrimage roughly every other year for the past 10 years and still find the whole experience as exciting as we did a decade ago.

We typically make the historic races at Laguna Seca (AKA Mazda Raceway at Laguna Seca) the centerpiece of the trip with short side trips to auctions, wine tasting, and of course the occasional visit to our favorite local pub, The Crown and Anchor.

This year was a bit different.

the Monterey Peninsula). As a result, the name of the event was

ever, the Gurney-Westlake Eagle

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