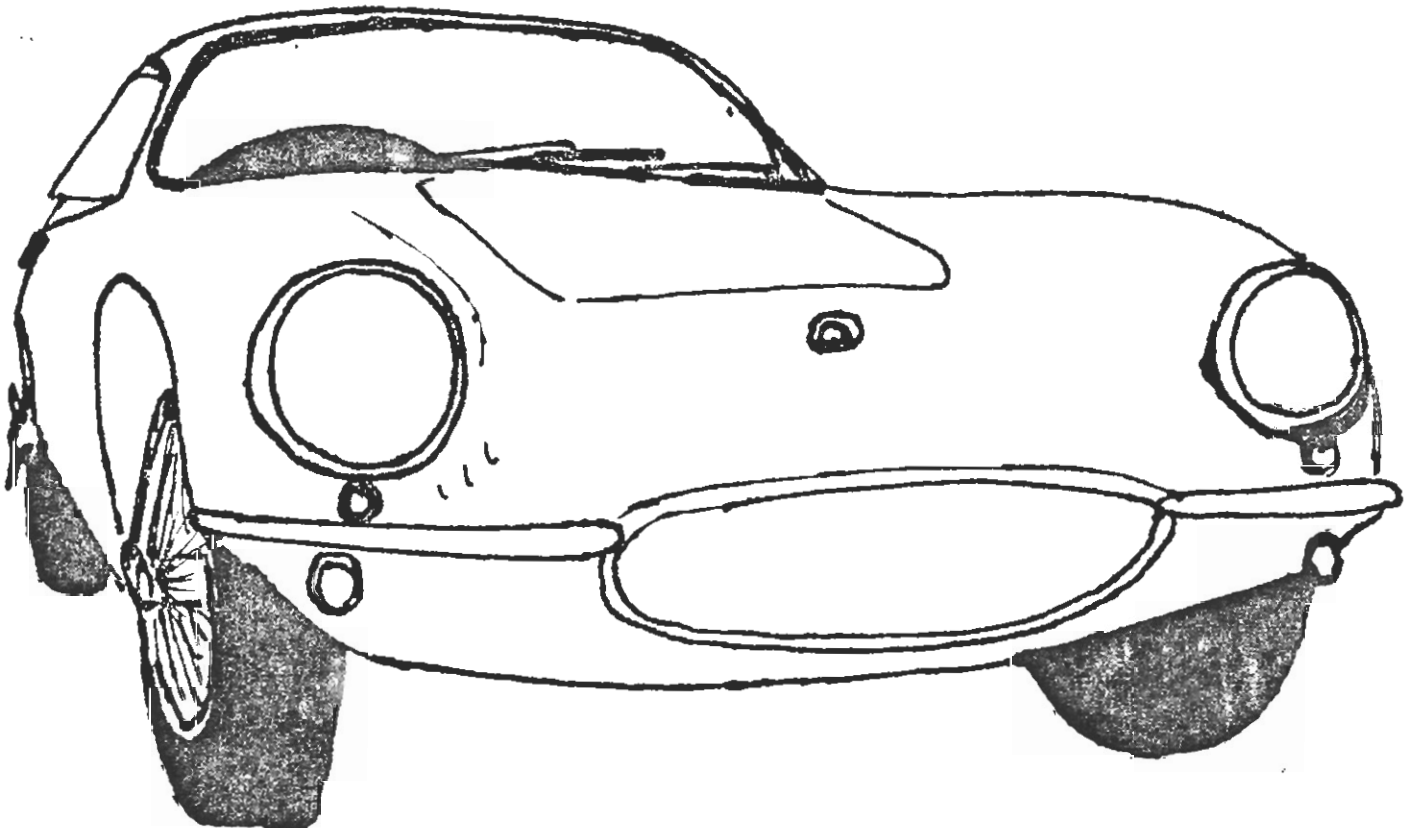


LOTUS lines

NEWSLETTER NUMBER THREE of the
EVERGREEN LOTUS Car Club
AUGUST 1984

EVERGREEN LOTUS
3010 132nd Ave. SE
Snohomish, WA 98290

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CHAIRMAN'S REPORT

To begin with, I should preface this first "Chairman's Report" with an explanation- while we haven't had any elections yet, I have appointed myself as chairman of Evergreen Lotus, to lead our group until such time as we grow large enough that a full slate of officers is needed to run the club. I don't think our present size makes it necessary yet, but the potential for growth represented by all the Lotuses moldering in garages in the area in various stages of "restoration", suggests that if we could locate these, and encourage their owners to join us we could easily double in size. If and when that happens, we should more seriously consider how we want this group to function, and elect some officers to provide some management and organization to what is now admittedly a rather haphazard group. A majority of the people in the club who have expressed an opinion to me on this subject have stated their preference for our keeping the club low-key, and not getting involved in all the formalities of a constitution, by-laws, etc etc, and I totally agree with this (organization and a Lotus car club seem to be a contradiction in terms); so, unless and until someone objects, we'll go on as we have been, until someone else wants the job, or I quit. OK?

I do still definitely want someone else to take over, or at the very least help out with putting out this newsletter- as you have no doubt noticed, when I'm doing it on my own issues are few and far between, and deadlines come and go (and go and go..)- this issue as an example should have been out a month and a half ago, and as a result some of the items which were to appear as upcoming events on the calendar, are now being covered as reports on what happened last month. I apologize to all the members for this, especially if you missed any of these events by not receiving this issue last month as a reminder, and I promise to do better in the future, hopefully with your help. A possibility, should there not be anyone willing to take on the job of editor full-time, as that we can do as Club Elite does, i.e. a member volunteers to take on one issue, writing an article or two himself and gathering the rest of the material (from other members, reprints, ads, etc), updating the regular features like the events calendar, and membership roster with any additions of new members. I will of course work with anyone who wants to take an issue on, and will have quite a bit of material to submit each issue myself, so as you can see if you leafthrough this issue, it's not too difficult to fill up the pages, as long as you have some help so you don't have to come up with all of it on your own. The greatest need of course, is for technical articles- while we can always steal these from other publications, if you have an area of technical expertise please share it with us; speaking strictly for myself, I can use all the help I can get, since I am in effect learning auto mechanics by working on my Elan and Elite.

So, to get us some sort of schedule- the next newsletter will be mailed no later than November 1st, and will be bi-monthly after that (1 January, 1 March, and so on). If you want to "host" an issue, pick the one you want and let me know.

As those of you who were here in July already know, I've made an addition to the family, and now own a 1959 (registered as a '61) Lotus Elite, Series I (chassis #1109, and engine #7611, if you're interested). It's a basketcase right now, but I've gotten some work done on her mainly in cleaning and taking inventory of what I've got, since the car is totally disassembled. One thing is certain- ads in our newsletter really work! I placed my ad, that I was looking for leads on an Elite in our last newsletter, which was mailed July 5th, and on the following Tuesday Jim Hassberger called me from Richland to offer me his car. Lezlee and I drove over that Friday night and stayed over, and I went out to Jim's the next morning and looked at the car, bought it as I knew I would, and loaded it up to bring her home (July 14th). Got a lot of looks, and a surprising number of people that recognized it as an Elite, plus a lot of questions from those who didn't, every time we stopped. My favorite- when we stopped for lunch in Issaquah, a guy asked what it was. "It's a Lotus Elite" "Oh, a Locelite, hmm".

Progress to date has consisted of a thorough cleaning, and some sanding off the remaining paint (most of which had already been removed); the wire wheels have been turned over to Doug Oakes at Everett Wheel Service for rebuilding (thanks to Bob Chase to suggesting this source- he does excellent work), and the seats are going to be done in leather by Bill's Custom Upholstery (Bill is member Steve Wallace's brother, and has very reasonable rates, so if your Lotus needs any upholstery work in leather or cloth or vinyl, you might want to give him a call for a quote (his ad appears elsewhere in this issue). Other than these two things I'm planning to most of the work myself (famous last words. I'll keep you up-to-date as things progress, or feel free to come out and see my "kit car" get put back together. Bill Reynolds has offered to come out and help me with some fiberglass work, and we've set this up for this coming Sunday, September 23rd. Please come on out if you're interested, and make a day of it as a tech session on fiberglass repair. We'll provide plenty to drink, so bring along a picnic lunch, and wear old clothes if you want to try a hand at glass work yourself. See the events calendar as well for more info. I'm including a map to my place again with this issue, but please- hold on to this one, for future events; I'll always have copies of it available if you need one, or can give you direction over the phone, but if everyone holds on to at least one copy then I won't have to reprint it every time I host an event.

The last item for this Chairman's Report is that we now have business cards for the group (see below), which have my name on them as the club's contact person. I've already distributed some to the members at the September meeting, and will have them at the future meetings as well. If you need some just let me know and I'll send you a batch- then when you run across another Lotus owner you can give them something so we can get in touch. I suggest that you write your own name on the back, both so they'll know who you are and so when they contact me I will know who their contact in the club was. Maybe we should have a membership contest to see who can recruit the most new members?

"Lotus-the only way to fly!"- on a license plate in San Frans^{isco}.

Hope you enjoy this issue,



Terry A. Elmore



EVERGREEN LOTUS

Most of the Lotus events of the year are now behind us, and I've reported on some of them elsewhere in this issue. Four events are still to come, however.

First is the tech session on Fiberglass Fabrication and Repair, which I mentioned in my Chairman's Report. This is this Sunday, 23 September, at my house (3010 132nd Ave. SE, Snohomish- map enclosed- phone 334-5768). Feel free to show up anytime after 10:30 or so, and we'll probably start the tech session at about noon. Bring a picnic lunch (we'll provide the drinks). Wear old clothes if you want to participate, and bring along any parts you may want to work on (doors, boot lids, bodies, etc.

Next event is the following Sunday, 30 September, in the form of an invitation from the MG Car Club to join them on a drive to Paradise on Mt. Rainier- I've reprinted the flyer they sent me in this issue (I wish I knew how groups like this are finding out about us, as we've done very little thus far to publicize the group). This event looks like a lot of fun, and I hope some of you will take up their invitation, and "show the flag" for Lotus (and if you can't go, can I rent your car for the day?)

Our October meeting will be hosted by Mike and Sharon Lathrop, 703 High Ave. in Bremerton (ph. 377-9997), on Wednesday October 10th. A map is included for this event also; while it says 7:00, Mike says that you're welcome to show up earlier, say after 6, since it is a ways over there. Mike can provide discount ferry tickets (he bought a commuter ticket book and has tickets available should you need them) so you might want to give him a call on this, and on ferry schedules. I hope a lot of you can make it over to Mike's for this meeting- it gives our members who live over on that side of the Sound a better opportunity to attend a meeting, so I'm hoping to see them there, and I also am looking forward to getting a look at Mike's turbo Europa project. Mike will have pictures to show from their trip to England in July, and I will hopefully have my pictures back from the British Car Meet in Palo Alto to show you as well (65+ Loti!, and I took at least one picture of every one there).

And, on October 20th (Saturday) the Lotus Car Club of BC will be putting on their third Swap Meet, at the same venue as the past two, MCL Motor Cars in Vancouver, 1730 Burrard. I've reprinted their flyer on this, and it may be of interest for you to head up for this if you are looking for any parts, or have anything to dispose of. I'll repeat the info I had regarding customs charges, from our first newsletter:

- 1) if you are so inclined as to declare what you've got with you when you enter Canada, they will charge you 11.4% duty, and 9% tax, or a total of 20.4%, whether the parts are new or used (and you may not bring up a chassis to sell); to get a refund, on any parts you don't sell and want to bring back with you you must file for a refund, and who knows how long it takes to get that.
- 2) Bringing parts back that you purchase there is considerably cheaper- I had called Customs and was told that the rate was 4%, but when I brought back the bonnet for my Elan that I bought up there I was charged 10%, because I had no proof of where it was manufactured (If I had it, wouldn't have cost me anything in duty, as it was made in California by Bert Curtis, and he was going to deliver it to me at my house but we didn't get together so I had to get it from him up there).

Low Oil Pressure Warning Buzzer- Tech. article by Alan Orr

Ever casually glanced over at your oil pressure gauge while rocketing around a closing-radius freeway on-ramp in your Lotus (particularly Elans with the stock unbaffled oil pan)?

Sickening, isn't it! That little red lite didn't catch your eye in daylight with the top down- the way it would have at nite.

So, you get a warbling high-intensity buzzer (\$4.00 from Radio Shack) and attach it from +12V on your ignition switch to the grounded low pressure switch.

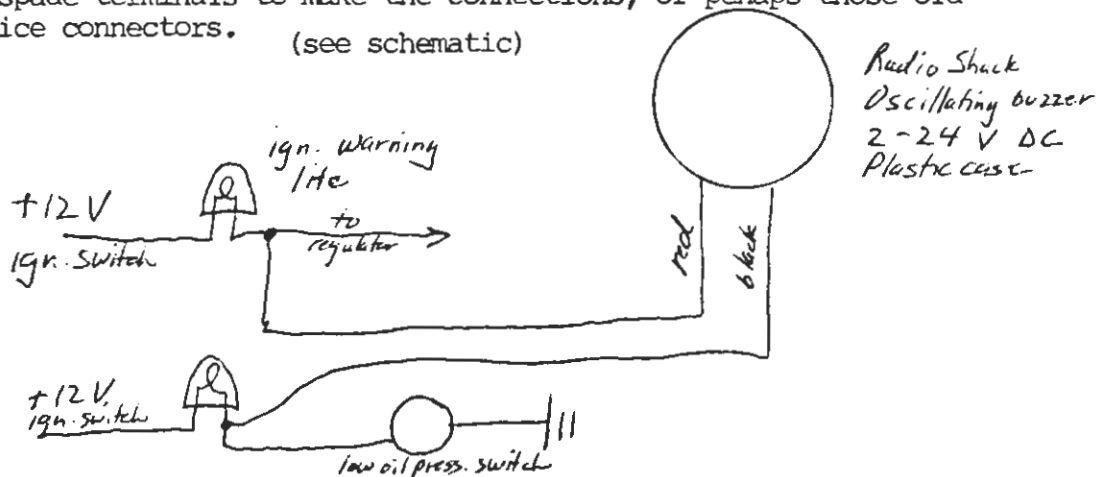
You sly devil you! But, go on, turn on your ignition- you know, while the car is just sitting there not running- maybe to adjust the points or something. It sure is loud enough, eh?

There is a more civilized way of doing it, so the buzzer only works when you have low oil pressure while the engine is turning over (at least, turning over at a fast enough pace to keep the gen/alt warning lite off.

That's the secret- one side of the gen/alt lite goes to switched +12V ignition. The other side (ground) is only ground when the gen/alt is not turning over. As soon as the gen/alt picks up some rotation, that ground lead slowly becomes +12V; and since the lite won't operate with +12V on both sides- it dims and goes out.

So, here's the trick- attach one lead of the buzzer to the lead from the low oil pressure lite to the sender on the engine. Attach the other lead to the (-) side of the gen/alt warning lite.

Both may be easily reached behind the instruments, using 2 female piggy-back spade terminals to make the connections, or perhaps those old trailer splice connectors. (see schematic)



After wiring is complete, use some double-backed tape or glue to stick the buzzer to the backside of the dash in a convenient spot.

Now, jump in and turn the key on.

No noise (unless you have an electric fuel pump).

Now, start up.

The buzzer is screaming!!

(only for a few seconds, until oil pressure builds, silly! It's also a good way to make sure the system is working).

Now, it should only sound off when that gauge plummets to zero as you hit 7000 RPM around the corner. It also warns you when (after) you've lunched that Bean-built engine, an additional feature thrown in for free!

PACIFIC RIM LOTUS MEET Vancouver BC August 25th

Lezlee and I went up for this event last month, and frankly were a little disappointed, for several reasons which weren't any fault of the sponsors. This event, as you may recall from their flyer which was printed in our first newsletter, was originally planned to be a three-day event (cocktail party on Friday, rally and clean-car concours on Saturday, and slalom or funkhana and tech sessions on Sunday, and a banquet on the Saturday evening. However, for several reasons, but mainly I believe due to the lack of advance response they cut it back to just the one day (Saturday), and unfortunately the parking lot they had reserved for their slalom course proved to be unsuitable so that had to be dropped. This reduced the program to the car display (which featured some very nice cars, including some from out-of-province that I hadn't seen before- I believe the total was 15 or 16 cars on display); a scenic drive of N. Vancouver, which we didn't go on, not having a Lotus to drive; and the banquet. While the rest of the group was on their scenic drive we headed into town to do a little sight-seeing, and went to Stanley Park, but the traffic was so bad we decided to just head home, rather than fight the huge traffic jam going back over the Lions Gate Bridge back to N. Van, which we estimated would have taken us over an hour. So, I can't report on the banquet itself since we didn't attend.

I don't know what the LCC-BC's plans are, as far as a second Pacific Rim Meet next year, but I hope they will put on a show, and that we can get a much better response from our group to attend it- I know they were rather counting on our group to help support them in this first effort, and our count of 2 people and 0 Lotus from Evergreen Lotus wasn't too impressive.

ALL-BRITISH FIELD MEET Portland OR Labor Day Weekend

We attended both days of this fine show again this year, as did several other Evergreen Lotus members- I saw Andy Shipp, George Ramey, and Mike and Sharon Lathrop there, and believe one or two other members went down for at least one of the days. The turnout of cars, or at least of Lotus was not quite as high as last year (I counted 26 last year, and I believe my final count was 18 this year) but there were some very interesting cars there- probably the most would be the Europa of John Berger of Vancouver WA which featured a Rabbit/Scirocco engine, Audi trans., adjustable rear links, rear discs, a vastly improved shift linkage, etc; I'm hoping to get a write-up, or better yet a series of article from John on how he did the conversion. Wider tires, and some very nice looking flares completed the package.

This year's honored marque was Morgan, on their 75th Anniversary, and there was a very good turnout of 20+ Morgans, which took a parade lap during the lunch break. Next year's honored marque, we are delighted to say is

LOTUS LOTUS LOTUS LOTUS LOTUS LOTUS LOTUS LOTUS LOTUS LOTUS

So, needless to say, I believe our club's first priority, as far as attending Lotus functions next year, should be to get as large a turnout as we possibly can, to represent Evergreen Lotus at the All-British Field Meet, Labor Day Weekend 1985. I will absolutely have at least one running Lotus there, and possibly two, and will also use my pickup as our group's support truck (with trailer) so no one will need to worry about any breakdowns en route. It's not too early to start planning ahead for this, and helping each other out, those of you with Loti in the garage, to get them back road-worthy. If we coordinate with the BC group, which is also keying toward this event and plans to have a large turnout, and caravan down together, I think we could possibly get 30 or 40 cars together which would be an impressive sight and generate some good publicity for the group.

ALL BRITISH CAR SHOW Palo Alto, CA Sunday, 16 September

Lezlee and I flew down to San Fransisco this past weekend, for a day of sight-seeing on Saturday, and then to attend this event on Sunday, which is sponsored by the Morris Owners Assoc. of CA. The Golden Gate Lotus Club, with over 230 members, participates very heavily in this annual show (this was the sixth) and have in several past years won the trophy for largest marque/club turnout. Last year they had 63 Lotus present, and won the trophy, and this year they were shooting for as many as 100.

So, Lezlee and I drove by the park where this event was held at about 10:15 (it starts at 10:30) and there were already 6 or 7 Loti there. We stopped for breakfast and then came back to await the arrival of the Lotus flotilla, for the plan is that the GGLC meets at the Lotus dealer, Jim Loose Imported Cars in Palo Alto, and then caravans from there to the show for a grande entrance. Sure enough, at about 11:10 we were greeted by the sight of bumper-to-bumper Lotus extending for several blocks back (with an occasional Healey or Triumph that horned in on the line), and this was quite a sight- three or four Elans in a row, several Europas, Sevens, Esprits, Elites new and old, with more continually coming up to the end of the line. They entered the park, and were lined up along a fence line right at the entrance where everyone could see them first. By the time some late-comers arrived, the total climbed to 58 cars, a slight decline from last year, but still sufficient to win for the GGLC the trophy again for largest marque turnout. I took at least one picture of every Lotus in attendance, and there were some real beauties there. I spent a lot of time, or course looking over the four Elites in attendance, especially that of Mike Ostrov, a fellow Club Elite member, who gave me a lot of good advice and pointers on restoring my car.

After the show we drove down to the Dealer's, which was an interesting sight to see. Jim Loose doesn't deal exclusively in Lotus of course, and there were some other very interesting cars (Aston Martin Vantage, Ferrari 246GTS, Lambo. Espada, etc) but we were there to see the Lotus, and there were some fine examples- several Turbo Esprits, a couple "regular"Esprits, an Eclat, and a very nice Plus 2 which I would love to get for Lezlee. In a fenced area behind the dealer were some rather sad-looking cars, including a couple more Esprits, a new Elite, and a TC Europa.

One final thing- one of the GGLC members was video-taping the show, and someone from the sponsoring Morris club was also doing the same- the Morris group tape, once it's been edited, is made available to the other clubs that participated for viewing. I'm hoping to be able to borrow one or both of these tapes, so I can show them at a future meeting.

The following two pages are a reprint of the flyer from Gran Prints of New York, which offers an interesting line of Lotus wear. These are available as T-shirts for \$8.95, and sweatshirts @\$14.95, plus \$2.00 for shipping. They have offered us a club discount, for a minimum of 25, of 20% off plus free shipping, so T-shirts would be \$7.18, and sweat-shirts \$11.96. If there's sufficient interest we can send an order in; if you can make it to the October meeting, Mike has examples of all the designs that you can see. I have three myself (Elite, Elan and Lotus logo) and can tell you that they get a lot of attention- I wore the Elite shirt at the show in Palo Alto, and had several people ask where they could get them for themselves.

We at Gran Prints are proud to be offering a high quality full line of fine imprinted sportswear for Lotus enthusiasts. Our designs are silk screened by hand in many brilliant colors to create a dazzling effect. We are sure you will agree the attention to detail puts these prints in the fine art league. To enhance the quality of our shirts we are now printing on Hanes 50-50 blend T-Shirts and high quality sweatshirts.



B) LOTUS LOGO — Three Color Design

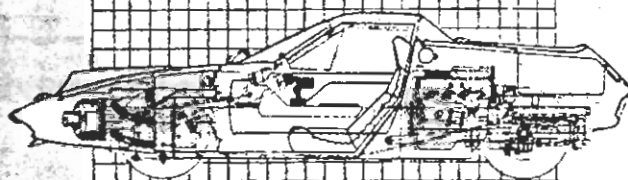
Cortina
Lotus



C) LOTUS CORTINA — Three Color Design



Lotus



Europa Special

D) EUROPA SPECIAL TECH. DRAWING — 3 Color Design



E) EUROPA — Three Color Design



Lotus
Elan

F) ELAN — Four Color Design

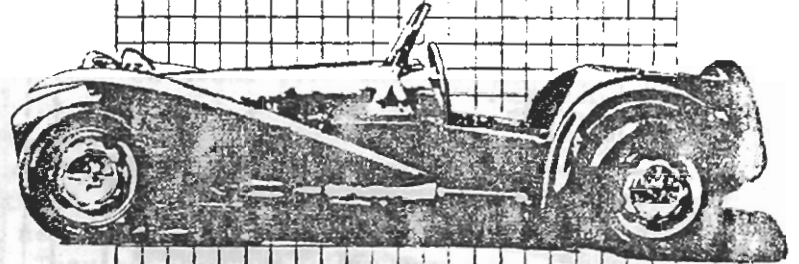


Lotus

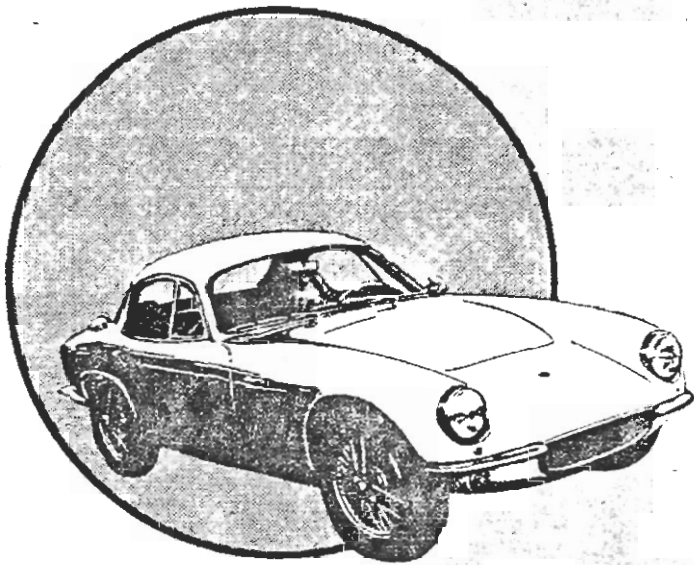


G) EUROPA SPECIAL — Four Color Design

Lotus Seven

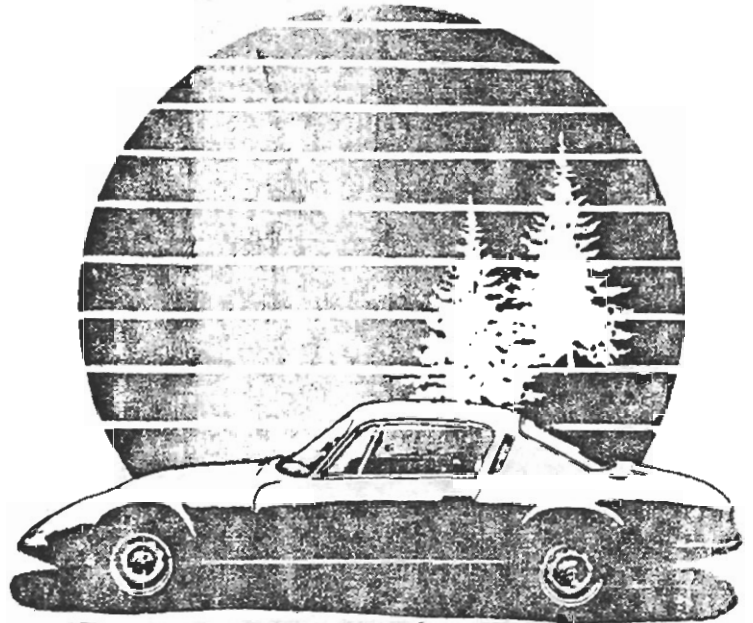


H) LOTUS SEVEN — Three Color Design



Lotus Elite

I) OLD ELITE — Three Color Design



Lotus Elan +2

J) ELAN + 2 — Four Color Design

To order, refer to order form enclosed. If you have any questions, contact us at:
GRAN PRINTS • 406 Dare Road, Selden, New York 11784 • (516) 473-8404

MOTORBOOKS ORDERS

Our initial order with this firm, for a batch of the Brooklands Books series of reprints of articles on individual Lotus models, went very well. The order arrived just before the August meeting, and some were distributed then- those of you who ordered some and haven't gotten yours yet let me know- I'll have the rest of them with me at the October meeting, or we can get together some other time to get your books to you. A pleasant surprise- I had inquired, at the time I sent the order in, about their requirements for giving us a club discount, and they gave us the 30% discount on our order, so the books which were already a super buy at \$2.95, only cost us \$2.06 apiece.

As a number of you wanted to order some additional titles from this series I placed another order before the sale price expired on September 1st, but unfortunately all the sale stock was depleted, so if you want any more of these you'll have to order at the regular price, minus 30% discount- still a good deal but not as good as \$2.06 to be sure.

We're getting together another order now, of other Lotus titles, so if you're interested in adding to your Lotus library, or any other titles (for example the two new books by Miles Wilkins, the British Lotus Elite expert, on fiberglass repair and paint refinishing) let me know. I have a batch of Motorbooks catalogs, so you're welcome to borrow one to go through to see what's available. There are certain dollar levels, at which they offer even greater discount, so it may be worthwhile if we can get together a very large order and save even more. I would like to send in an order sometime the middle of October, so keep this in mind, and either look through the catalogs we have, or see the Motorbooks ads in e.g. Road& Track for an abbreviated listing, and any new releases.

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Doug Oakes, Owner

UPDATED MEMBERSHIP ROSTER, EVERGREEN LOTUS Car Club September 1984

Barnhard, Julie
2371 Hughes Ave. SW
Seattle 98116
h 937-5449
Europa

Boyer, Bill
c/o Cone Race Craft
PO Box 1200
Auburn, 98071
h/w 631-1951
'59 S7

Brugge, Alan
11510- 30th Pl. SW
Burien 98146
h 244-0634
w 244-8025
'60 Elite S1

Chase, Robert P. "Bob"
620 N. 182nd
Seattle 98133
h 546-5517
w 353-3800 or 355-3875
'69 Europa S2

Collins, Robert
11811 NE 102nd Pl.
Kirkland 98033
h 822-4400
w 624-0152
'74 Europa TC
Lotus 23B

Coons, Dennis
8121 NE 145th St.
Bothell 98011
h 488-0567
w 342-3641
'72 Europa

Dee, Frank
14036 109th Ave. NE
Kirkland 98034
w 641-4441
'70 Elan

Dodd, James Lee
1211 Yew St.
Bellingham 98226
h 676-5979
w 676-2139
'71 Europa

Dornheim, Mike
1225 E. Spruce
Seattle 98122
h 323-4183
w 237-1106
'69 Elan +2

Elmore, Terry
3010 132nd Ave. SE
Snohomish 98290
h 33-5768
w 355-7155
'64 Elan S2
'59 Elite S1

Graham, David
1054 NE 103rd
Seattle
w 634-3648
'69 Elan S4

Lathrop, Mike
703 High Ave.
Bremerton, 98310
h 377-9997
w
'74 Europa TC Special

Leach, Loren
1102½ M. Cambrian
Bremerton 98312
h 373-5288
w 396-4224
'70 Europa S2
Europa TC

Lindsay, Kit
3436 37th Ave. SW
Seattle 98126
h 935-7197
w
Elan S3 SE

McDonald, Fred
9364 NE 120th
Kirkland 98034
h 823-1965
w 342-5411
'67 Elan S3, '65 Elan S2,
'65 Elan S2, '64 Elan 26R

Milota, Doug
1649 Quaker St.
Eureka, CA 95501
h (707) 445-1372
w (707) 443-7461
'64 Elan S1

Orr, Alan
16017 198th NE
Woodinville 98072
h 788-6380
w 771-7350
'65 Elan S2

Price, Mike
2433 Sleater-Kinney Road NE
Olympia 98506
h 456-1253
w 591-5588
'65 Super 7

Ramey, George
1325 N 171st
Seattle 98133
h 542-4072
w 872-7500
'67 Cortina w/Lotus TC

Ransom, Bruce
1631- 16th Ave. #301
Seattle 98122
h 325-9697
w 527-0905
'65 Elan S2

Reynolds, Bill
2371 Hughes Ave. SW
Seattle 98116
h 937-5449

Europa (R)

Roberts, Rob
20- 300th NW
Stanwood 98292
h/w 6292730
'67 Elan S3 FHC

Shih, John
4004 Beach Drive SW #201
Seattle 98116
h 932-2404
w 932-1621
'74 Europa TC

Shipp, Andy
3928 Othello St. SW
Seattle 98136
h 932-5191
w
Elan S2
Elan S4

Springer, Darryl
5109 23rd Ave. W
Everett 98204
h 347-7734
w
Elan S4 FHC

Stine, H. Paul
4 View Point Dr. NW
Gig Harbor 98335
h 265-3743
w
'74 Europa TC

Wallace, Steve
641 SW 138th
Seattle 98166
h 244-2177
w 583-8700
'65 Elan S1

Wilbur, Charles H. "Chuck"
Quarters S, Navseawarengsta
Keyport 98345
h 779-9855
w 396-2345
'74 Europa TC

Wysss, Erik
13711 32nd NE 312
Seattle 98125
h 364-7615
w
'74 Europa JPS

Note: this list represents all our members who have either attended one or more meetings, or have at least returned a membership questionnaire and have expressed an interest in joining our group. I am also sending this issue to at least a dozen other present or past Lotus owners to whom I've written in the past and received no reply. If you are among the latter, please let me know if you (1) still own your Lotus; if so, do you wish to join our group? if not, can you please provide me with the name of the current owner so we can contact them to join our group.

I am tracking down a number of other possible Lotus owners right now, so hopefully by next issue I will have a number of additional names to add to this roster.

SUNDAY,
SEPTEMBER 30,
1984



JOIN
US !!!

Tour to ---

MT. RAINIER
(Paradise)

BRING: Your picnic lunch
Your motorcar and repair kit
Your will to enjoy a glorious
end to summer.

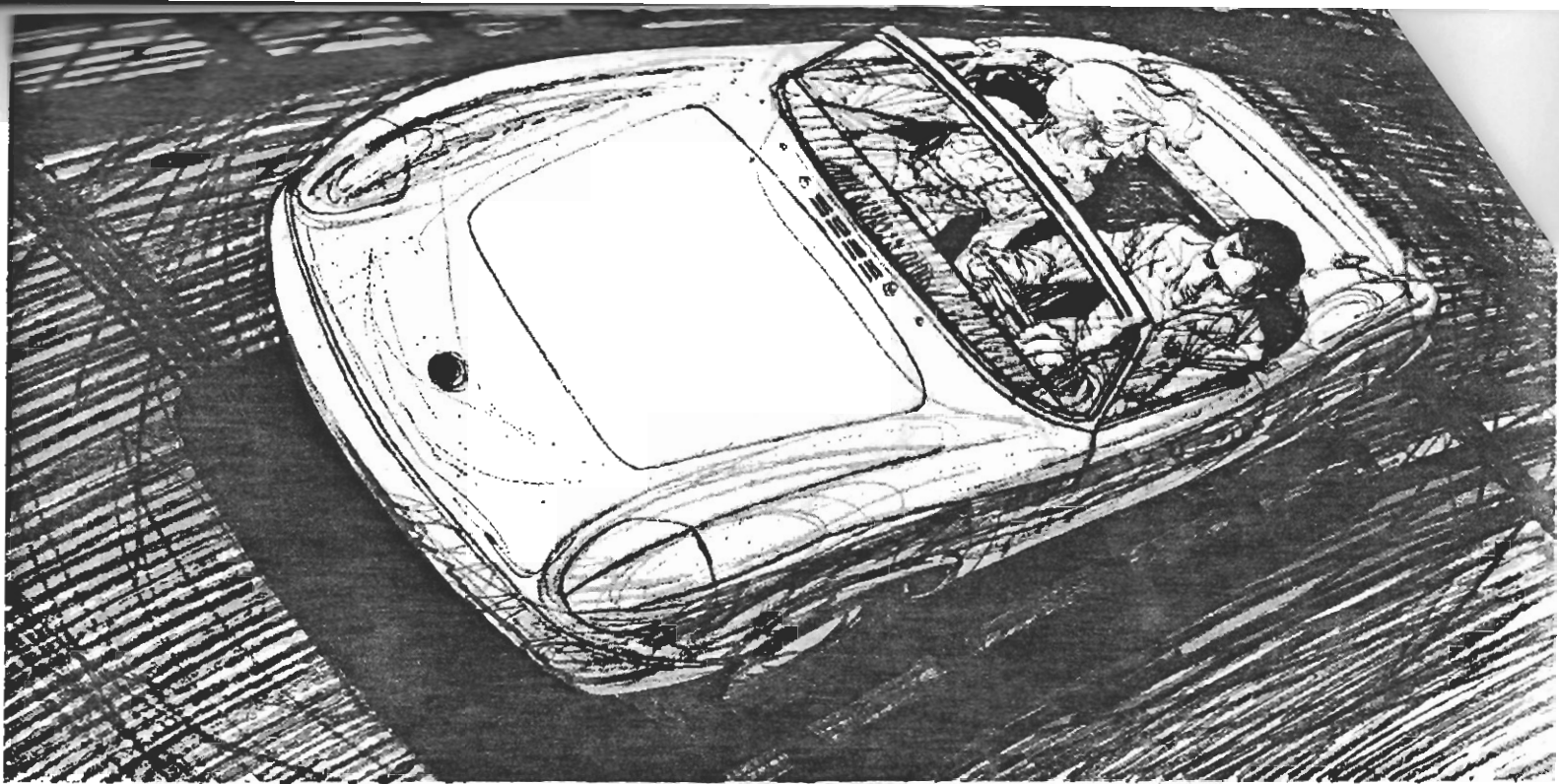
GAME PLAN:

For Seattle folks, and those from points
further North --

Meet at Denny's next to Southcenter at 9:30 AM
Departure promptly at 10:00AM

For "Southerners," and those out West --

Meet at Denny's in Fife
To be joined by the Seattle entourage,
leaving by 11:00 AM



YOU CAN'T PLEASE EVERYONE

It is quite impossible to build a motor car that will please everyone, so the next best thing is to build one that will have particular appeal for a few. The Lotus Elan will accelerate to 60 mph in 8.3 seconds and push 100 in 20 seconds and that's with the stock factory layout and standard tune. The twin cam Lotus engine is undoubtedly the quickest and quietest 1600cc engine ever offered in a production roadster and the handling, suspension, and braking clearly reflect Lotus experience in designing formula machines. From the standpoint of performance, reliability and styling we feel the Elan is a very satisfactory machine. However, the proper all-weather two-seater must contain certain traditional elements. To this end, care and consideration have been lavished on certain spartan touches that will strike to the heart of the "old school" motor sports enthusiasts who's memory book is stuffed with Rileys, Morgans, and Bugattis. The collapsible P.V.C. hood is of the non-self-erecting variety and will

afford the autoist ample opportunity to demonstrate his manual dexterity. □ True to the classic form, there are no window winders. Raising or lowering the windows that repose within the doors is done in a manner reminiscent of early railway coaches and excursion steamers. While this is not quite like snapping in the side curtains, it does give one a sense of participation. To be sure there are concessions to advances in engineering and design, such as headlamps that fold up and down vacu-umatically from a flipper on the oiled teak fascia, electric two-speed wind-screen wipers that provide ample viewing openings for both driver and passenger, and avant-garde bumpers of foam filled plastic that don't dent and rust at the slightest shunt. □ It is in the engine, chassis, and running gear that the boldest innovations have been permitted. The mating of the Lotus dohc head to a specially designed Lotus/Ford block is by no means the result of casual thinking in the parts locker. The combination of a sturdy four cylin-

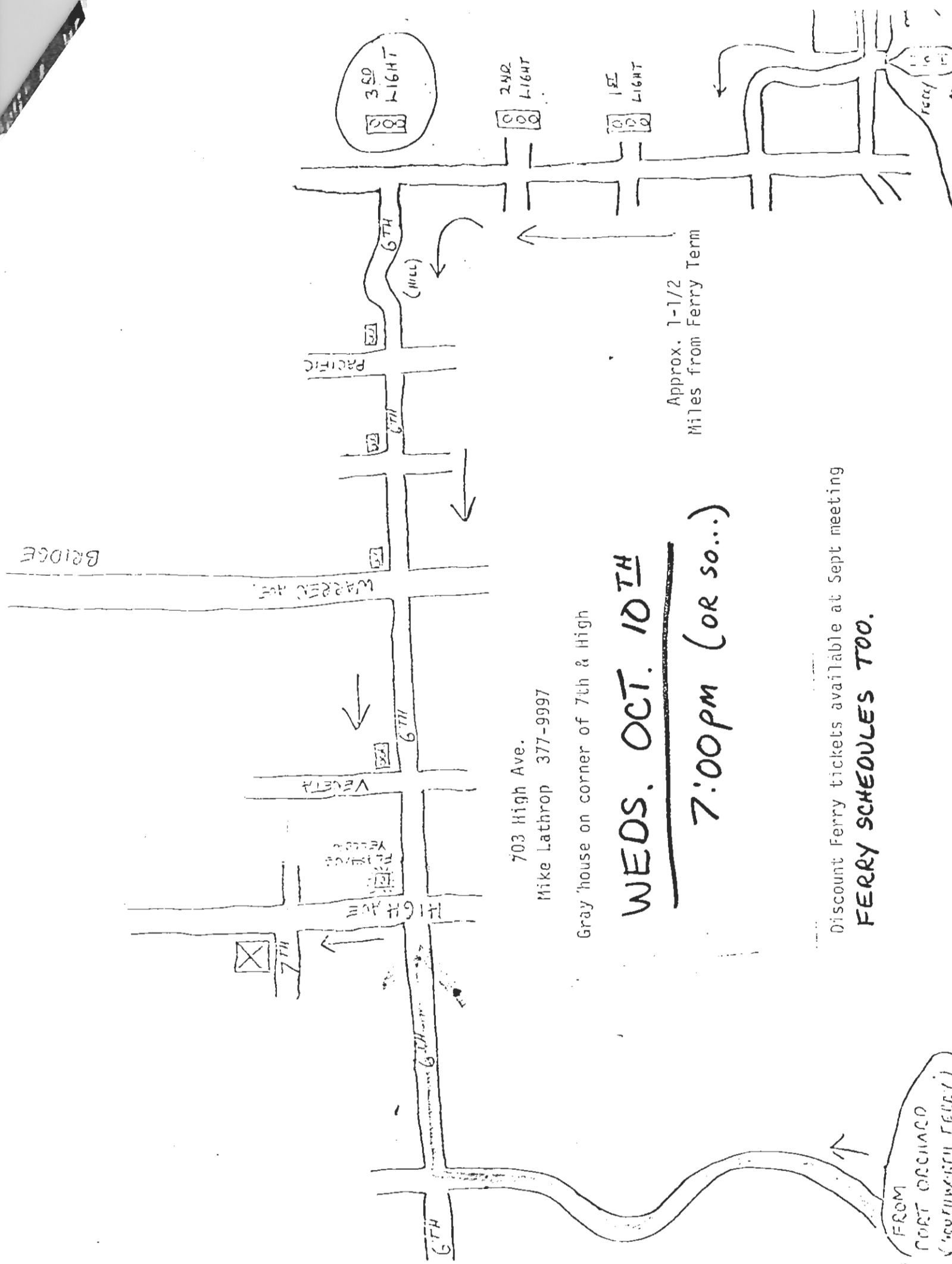
der block and a thoroughly sophisticated dual cam head with twin Weber carbs has resulted in a standard street de-tuned 1558cc engine delivering 105 bhp at 5700 and red lined at 6000-6500. Top speed is 115 and the close ratio four speed synchro gear box delivers smooth, spirited performance throughout the range with exceptional tooth through the 2600 to 6500 segment. Advance orders are now being accepted for delivery in late '63 or early '64; the price of the car is \$3,922 P.O.E. West Coast, including synchro four speed close ratio gearbox, 1558cc dohc engine with twin Weber carbs.

Exclusive Factory Distributors and Agents for California, Arizona, Washington, Oregon, Utah, Idaho.

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FRONTIER 6-8833

LOTUS ELAN





703 High Ave.
 Mike Lathrop 377-9997

Gray house on corner of 7th & High

WEDS. OCT. 10TH
7:00pm (or so...)

Approx. 1-1/2
 Miles from Ferry Term

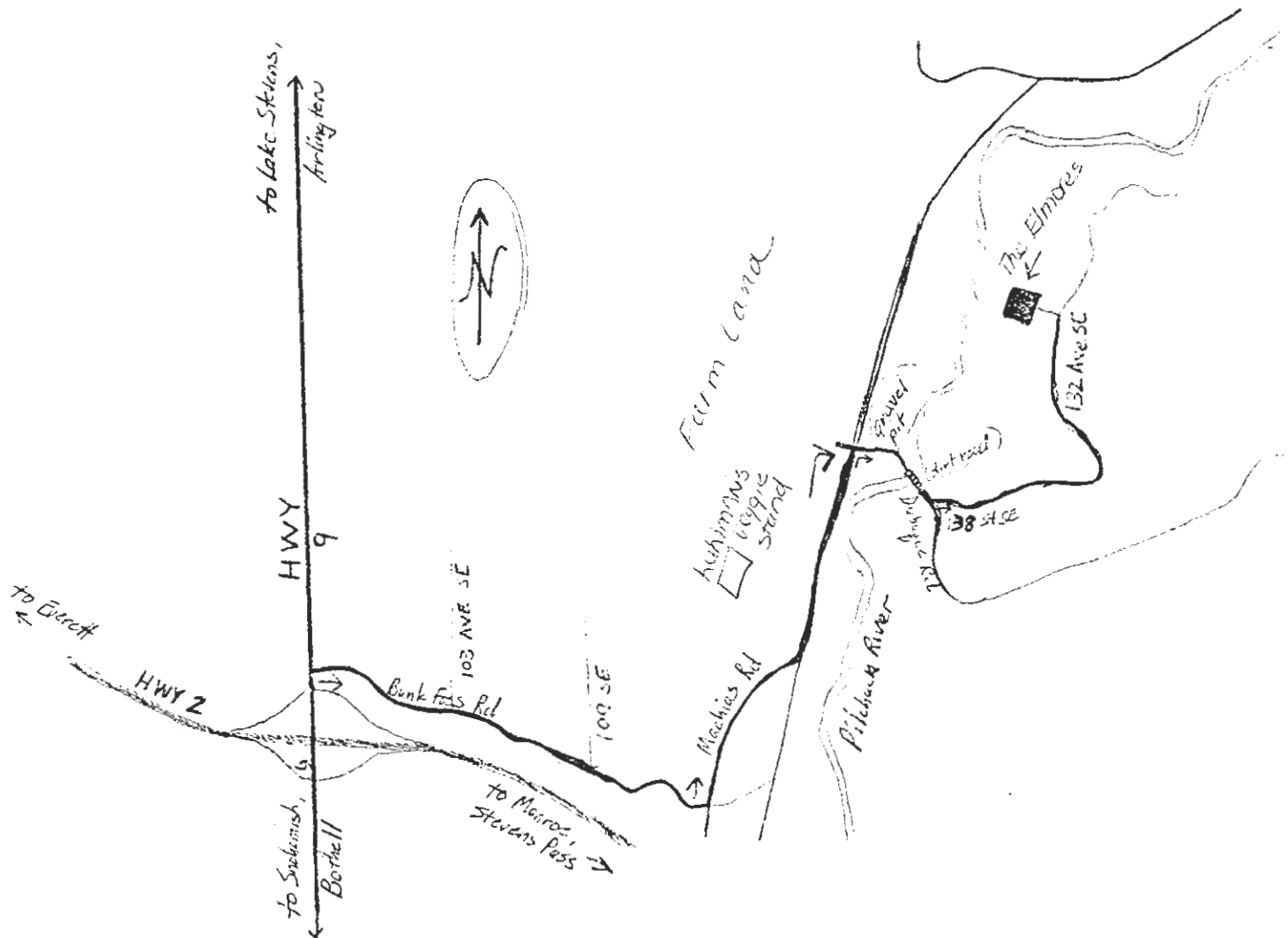
Discount Ferry tickets available at Sept meeting
FERRY SCHEDULES TOO.

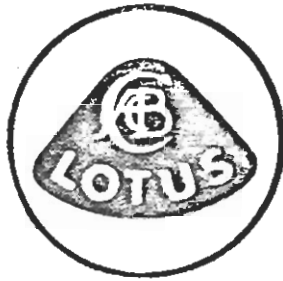
FROM
 FORT OSCHACD
 (SOUTHWEST FERRY)

From I-5 take exit 194 at Everett, for Highway 2 eastbound to Monroe and Stevens Pass. Travel 5 miles on Hwy 2 to junction with Hwy 9- take this exit, and turn left (northbound) across Hwy 2 overpass, and then take first right turn (approx 1/2 mile) onto Bunk Foss Road. Follow this to stop sign, then turn left (as gravel road straight ahead is rough). Travel to next stop sign, turn left again. Approx 1 mile of straightaway, farms on left, railroad tracks and Pilchuck River on right. Take next right turn onto Dubuque Road. Gravel pit on left. Cross 1-lane wooden bridge, then take next left turn onto paved road (not dirt road at end of bridge). Several signs will say "Machias Ridge Estates"- this is 38th St. SE. We are 1 mile in, on left side- large black mailbox, with my name and number on it.

P.S. if coming from Eastside, you may want to come up Hwy 405, then Hwy 522, then take Hwy 9 turnoff (by Fitz) and come up Hwy 9, through Clearview and past Snohomish, then follow this map, rather than go I-5. It's shorter that way.

Any questions- call! 334-5768





LOTUS PARTS SWAP

PRESENTED BY THE LOTUS CAR CLUB OF B.C.

SAT. 20th OCT. 1984

10am - 4pm

EXHIBITORS SET UP AT 9am DISPERSE BY 4:30pm
MCL SERVICE DEPT. 1730 BURREARD, VANCOUVER

FOR INFO PHONE 224-6354, 731-6596 OR 941-8196

**STATIC DISPLAY OF NEW & USED LOTUS
DISPLAY OF CURRENT MCL PARTS**

**COME AND DISPLAY YOUR LOTUS! BRING ANY PARTS
OR ODDS & ENDS YOU WISH TO SELL OR SWAP**

**THIS EVENT IS FREE & OPEN TO ALL
CLUB MEMBERS - VENDORS - THE PUBLIC**



CAR CLUB OF B.C.