



LOTUS lines

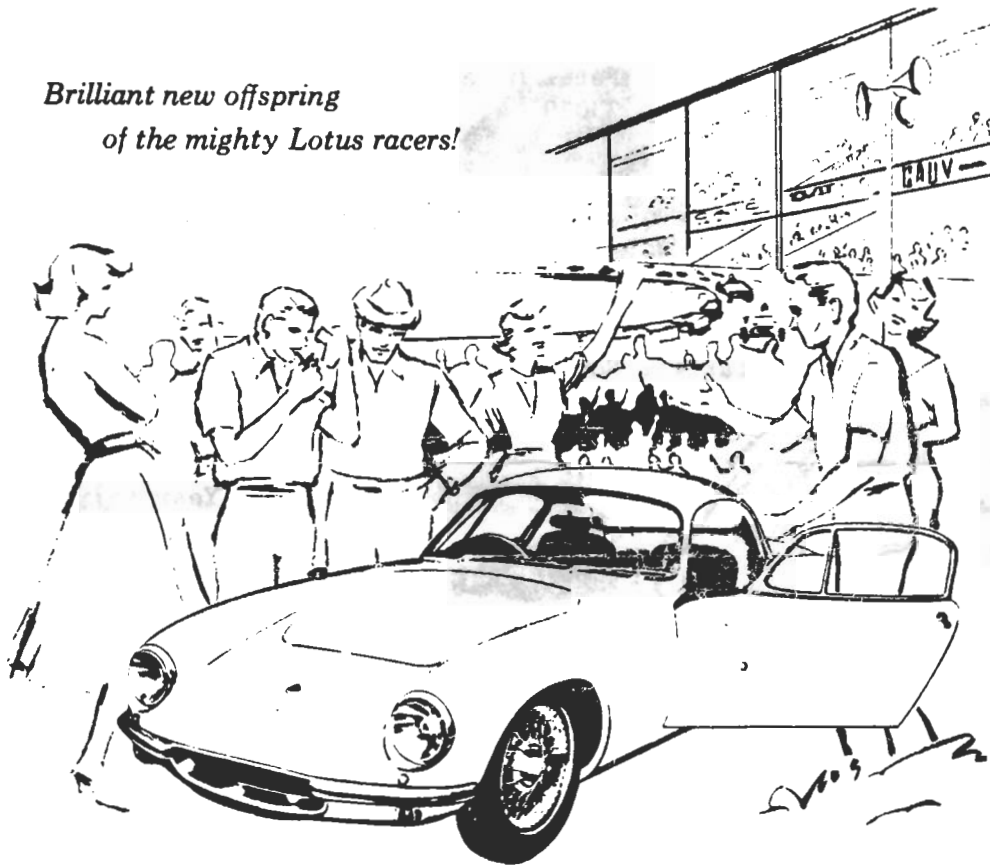
EVERGREEN LOTUS ENTHUSIASTS

September/October 1986

Terry Elmore, Chairman
3010 132nd Ave. SE
Snohomish, WA 98290

Dave Larson, Editor
Rt 4, Box 423
Vashon, WA 98070

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LOTUS LINES Newsletter of the Evergreen Lotus Car Club

Editor: Dave Larson Rt. 4, Box 423 Vashon, WA 98070

All opinions stated in Lotus Lines are those of the individual author, and do not necessarily reflect the opinions of the staff of Lotus Lines or the membership of Evergreen Lotus. Any technical information presented herein is presented solely for your information, and any use of such information is your sole responsibility.

MEETING SCHEDULE

Saturday, October 18 Steve and Pam Bator 823-9184
11803 Holmes Point NE, Kirkland

Saturday, November 15 Peter Miles 485-6810
23029 49th Ave. SE Bothell

Saturday, December 20 Jim Orgill 481-5863
19310 Grannis Road, Bothell

Saturday, January 10 Terry and Lezlee Elmore 334-5768
3010 132nd Ave. SE Snohomish

All meetings to start at Noon. Watch future newsletters for any changes to above schedule.

ADVERTISING RATES	One Issue	One Year (six issues)
Business Card	\$ 5	\$25
Quarter Page	10	50
Half Page	20	100
Full Page	30	150

Members of Evergreen Lotus advertising cars or parts for sale may advertise free of charge, for a period of up to **three** months per car or item(s).

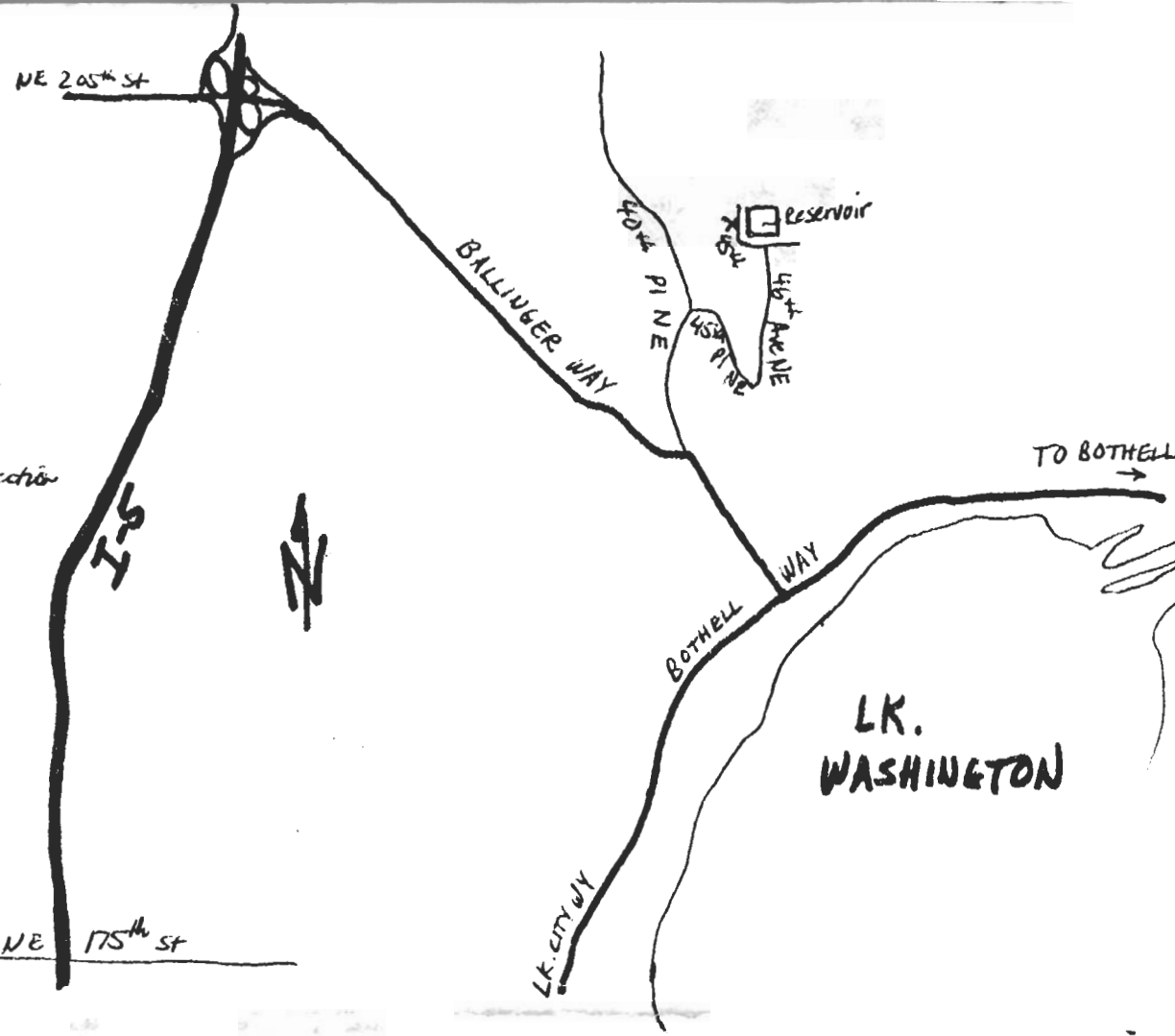
Any and all contributions are welcome- please have your submissions to the Editor by the middle of the first month of cover date (e.g. middle of November for the November/December issue).

Membership in Evergreen Lotus Club is open to all Lotus owners, and to all owners of Lotus replicas or Lotus-type cars (e.g. Westfield, Donkevoort, etc), and to all others who are interested in the Lotus Marque. Membership is \$10.00, payable to Evergreen Lotus Club, for one years membership; membership is renewed each year in January, and is not prorated- each new member joining receives all issues of Lotus Lines for the year of joining. All back issues of Lotus Lines are available at printing cost- see chairman for details.

Betty Hunhitz
 9 45th NE
 Hc 364-8783
 k. Forest Park)

off Ballinger Way, take
 40th PI NE; turn right
 onto 45th PI NE, until
 it turns left & becomes
 46th Ave. Go to T-intersection
 at reservoir - turn left
 and follow road around
 res. to 19529-45th

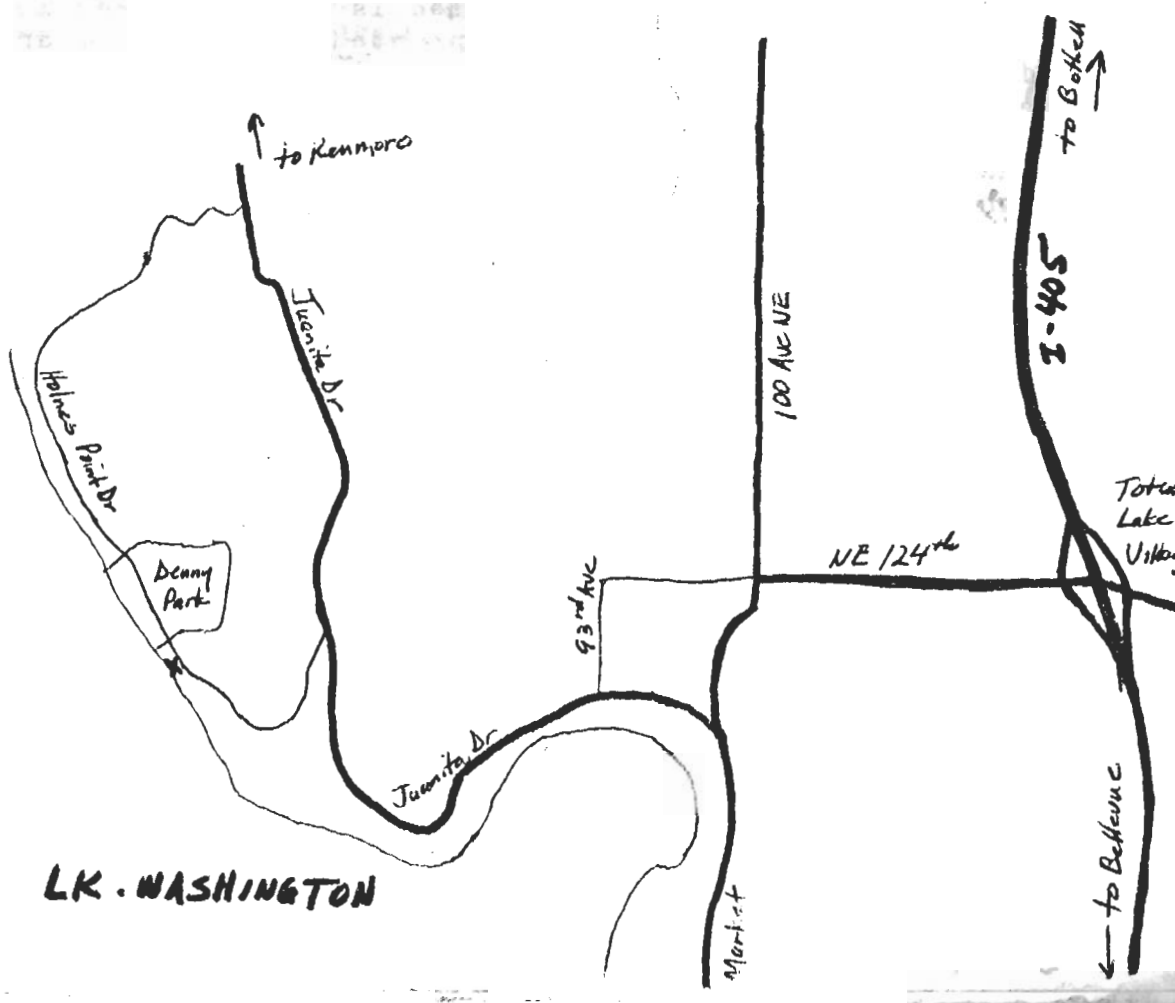
Sunday, Oct. 5th
 1:00 P.M.
Garage Tour



Steve & Pam Bator
 11803 Holmes Pt. Dr. NE
 Kirkland 823-9184

take Holmes Point Dr. off
 of Juanita Dr. - the Bators
 are just a couple houses
 south of Denny Park

Saturday, Oct. 18th
 12:00 Noon
Monthly Meeting





FROM THE HOT SEAT

The days are getting shorter and cooler -- another summer has slipped by with a calendar full of activities for Lotus fanatics. Alice and I would like to thank those of you who showed up for the June Vashon tour. It's nice to be able to share some of the twisties on 'The Rock'. It was also gratifying to see that a number of us also made it to Lotus Day at Expo and the accompanying activities of the Pacific Rim Meet, organized by the local B.C. Lotus club. Featured were a 50-plus Lotus car display on the Expo grounds (at which one would only truly have been comfortable in James Bond's submersible Esprit), track time at Westwood for those whose car's were properly prepared, a fun, non-serious rally, Tony Rudd and Pete Lovely as the banquet's guest speakers, and on the following weekend the 6th Annual Westwood Historic Races (with sixteen Lotuses officially registered to race and the rest of us taking a few parade laps of the circuit in our street cars). Then, of course, there was our own annual picnic hosted by the Elmores. The summer was capped off by the big All-British meet in Portland over Labor Day. I know those of you who took part in one or more of these special events will be back for more next summer and hope that next year will see even more of you with your project cars streetable.

Mark Winston, the editor of "ReMarque", the national club newsletter of Lotus Ltd., was kind enough to send me a reprint of a list of about 280 Lotus models that had been manufactured up til the time the list was printed in 1979. If any of you in Evergreen Lotus wish to have a copy, drop me a line or give a call and I'll see that you get a copy.

Instead of the usual Lotus road test reprint, this month we're sending you a couple of columns copied from various automotive publications. 'Dreams Delayed' is written by Peter Egan, one of the best automotive writers in my opinion. The moral of this story applies to more than racing -- you might want to make a copy or two to hand out to those individuals who look over your car and say, "I've always wanted a Lotus." The article written by Rusty Nutz comes from Auto-X, a slick publication aimed at, you guessed it, the autocross crowd. This column may give you that trick that supplies the extra edge necessary to take the trophy at your next competitive outing, or at least allow you to keep up with Terry Elmore on his next tour.

--Dave Larson

This issue is coming to you a bit later than planned- Dave Larson wasn't able to devote as much time as he wanted to this issue due to some extra projects at work, so he provided me with the material he already written or gathered, and the front cover, and I said I would finish up the issue with my own contributions and get it in the mail. Unfortunately, I've been laid up all month with a bad back as a result of a job injury, and it's taken me a lot longer than I thought it would to get this done. As a result, our garage tour planned for Sunday the 28th has been pushed back a week to Sunday, October 5th. See the full details of when and where to meet for this, elsewhere in this issue.

Also in this issue I reprinted the entry form for the IRDC Drivers School, which now because of the lateness of this issue will have passed by the time you receive this. My apologies for this- I was signed up for the school myself, but have had to drop out as a result of my back injury. Two of our members, Maury Montag and Steve Bator are taking the course, and I hope we'll get a report from them on the school- and of course as soon as we have info on the dates for next year's schools we'll pass that info along to you. I highly recommend this for all Lotus drivers, whether you ever intend to drive in competition or not, as a good way to improve your everyday driving skills.

The summer months, and the majority of car club events held in those dry months, are now behind us (see my report on the Portland All-British Field Meet elsewhere in this issue) so now it's up to us to come up with events, in conjunction with or in addition to our regular monthly meetings. As far as meetings go, we are delighted to report that we have meeting location lined up for the next five months, as outlined on the inside front cover- this should make it easier for you to plan to attend, as we will be meeting pretty consistently on the third Saturday of the month. The main topic of discussion during our business meeting last month, in fact, was whether we would continue to meet as we have, in members' homes on a rotating basis, or whether we should start meeting at a set location, such as a restaurant. On the basis of the comments made on the membership renewal forms I've received, I put forward the comment that I thought the majority of the membership wanted to meet in a public place. This was, however, disagreed with by nearly everyone in attendance, who wanted to stick with what we've been doing, and as a result we got volunteers then and there to host meetings for the remainder of the year.- I think it's a case of those of you who have been stating a preference for meetings in public places, not attending meetings and thus not having your preference and vote count when we make such decisions. We certainly do hope that in the future we'll see more of our members, including some who've been with us since the very beginning of the Club, attending at least on an occasional basis as time permits- come on out, it's only a few hours a month and I don't think you'll feel your time's been wasted. With so many new and prospective members, you're also likely to see some new cars you haven't seen before, if you haven't attended a meeting in a while.

The other main topic of discussion at the last meeting, which ties in with our meeting in members' homes is the fact that we have gravitated toward hosting members providing a lot of food for those attending the meetings, and the fact that some members, particularly the batchelors among us, haven't volunteered to host a meeting simply because they didn't feel up to providing food and drink for 20 or 30 people. This was certainly never our intention, when we first started hosting meetings, and so we've established a policy now that unless the person hosting a specific meeting states that they'll be providing eats, this is not to be expected, and so plan accordingly and eat ahead of time. We will be taking the club coffee pot along to meetings for those so inclined. Likewise, the smokers among you are asked to respect the wishes of those hosting a meeting, regarding whether they wish to allow smoking in their house- we've had no problems with this so far, I'm just mentioning it for our newer members.

There are two things we need to resolve- one is the name of our group, and the second is a logo that we can use to better publicize our group, and use on T-shirts, membership cards etc.

When I started this group, I asked for suggestions for a name, and put forward the name EVERGREEN LOTUS as my own idea for a title which ties together both the Evergreen State, and green as the perennial Lotus color. There were one or two other suggestions, but when we voted on it Evergreen Lotus was the winner. However, there has been some confusion, primarily because some have thought that Evergreen Lotus is a Lotus dealer. Ever since the first time that I heard this, I've used the expression Evergreen Lotus Club to try and distinguish us. Dave Larson has started using the name Evergreen Lotus Enthusiasts, on the issues of Lotus Lines that he has produced. So, we need to decide what name we're going to use. The Evergreen Lotus part stays, both because the majority of the membership want it, and because we would lose the recognition we've gained to date if we completely changed the name. So, your choices are one of the following, or you may suggest one of your own if you don't like any of these. You may either vote by putting your choice on the car data sheet in with this issue, or by voting at the meeting on October 18th (not both!):

EVERGREEN LOTUS CLUB
EVERGREEN LOTUS CAR CLUB
EVERGREEN LOTUS ENTHUSIASTS

In the same vein of club recognition, we need a logo to publicize our group. We've asked before for suggestions and designs, and haven't gotten much response, but we're going to try again, and this time as an added incentive we're offering a prize for the winning entry, as voted by the members- the winner will have a free Evergreen Lotus membership for 1987, and a free T-shirt with the winning design on it. So, get out your crayons and come up with a good design that you think represents our group best. Please have your design ready for presentation and voting by the November meeting- or to me to take along if you can't attend yourself. I know at least two members are working on their designs, so see what you can come up with.



DRAWING BY LEO BESTGEN

DREAMS DELAYED

ONE FINE HIGH desert morning, after testing three different brands of GT car at Willow Springs International Raceway, Allan Girdler and I decided to take a breather. We sat on the pit wall, Nomex-suited, helmets in hand, drinking a thirst-quenching, electrolyte-balancing fluid that looks like anti-freeze but tastes better. Suddenly we heard a car drive into the pits behind us.

We turned to see a new 300ZX Turbo pull up, with trick wheels, a bra and aftermarket sunroof. A man in designer sunglasses got out, well dressed and young (and by young I mean about my age—late thirties and closing on 40 like a runaway train). He introduced himself and said he'd been driving past the track, spotted our cars lapping the circuit and moved in for a closer look. He was a racing buff and longtime sports car fan, he said.

The three of us chatted amiably for some time about racing, testing cars and so on. There was a short lull in the conversation and then the man hit Allan's magic button.

"It's great that you guys have had a chance to do so much racing over the years," he said. "Racing a car is something I've always wanted to do more than anything on earth."

There was a long, uneasy silence. Allan hefted his helmet for a minute, brushed some imaginary dirt off the face shield and said, "No you haven't."

"Pardon me?" Confusion filled our visitor's face.

"I said no you haven't," Allan repeat-

ed. "You haven't always wanted to race more than anything on earth."

The man flushed slightly and said, "I don't know what you mean."

"What I mean is, if you really wanted to race, you'd be doing it. Or you would have done it 10 or 15 years ago."

"Well, I've wanted to for a long time, but I could never really afford it."

Allan looked over his shoulder at the ZX and raised one eyebrow. "For the cost of that car you could buy a used Production racer or a Formula Ford, a trailer and a tow car and still have money left over for drivers' school. For that matter, you could race the ZX in Showroom GT. It's a good car for the class."

The man gazed ruefully at his ZX. "I suppose I could do it now," he said, "but until recently I just haven't had the time or money."

"I started racing sports cars," Allan said, "when I was a newspaper reporter, just married and bringing home about \$80 a week. It all depends on what you want. If you want to race more than anything on earth, you find the time and money."

Our friend asked a few questions about drivers' schools, the relative costs of cars, the SCCA and so on. I gathered that he was really considering the possibilities. After a while he said goodbye, got in his car and drove away.

When he was gone, I said, "A little hard on him, weren't you?"

Allan shrugged. "I get tired of hearing that people have always wanted to do something. It's just idle talk. Most of us do

exactly what we really want to do. If he wanted to race, he would race."

I felt a little sorry for our friend, but I also sympathized with Allan's impatience. People at parties often said to me, "It must be fun to fly. That's something I've always wanted to do." But if you told them the name of a good instructor and explained that they could take an introductory flying lesson next Saturday morning at the local airport for only \$20, they'd demure and disappear in the general direction of the nearest hors d'oeuvre tray. End of conversation.

The fact is, many of us really have always wanted to do certain things, but not badly enough to get off our duffs in pursuit of the dream. We are waiting for the planets to align themselves, a warm wind out of the south or money in the bank before we strike out toward some goal. I'm guilty of the same procrastination. For instance, I've always wanted to jump out of an airplane with a parachute. To sky-dive. I just haven't wanted to jump badly enough to give up my other foolish hobbies. Or I'm waiting for someone to shout, "Hey you, put on this parachute and get in the plane." It's a slightly lazy wish, so I'm waiting for those planets to align themselves instead of arranging them myself.

Here again, Allan is right. My claim is false. I haven't *always* wanted to sky-dive. Just on those five or six occasions a year when I think about the subject.

Racing was different. I really did always want to race, pretty much day and night from the time I first knew about cars. Like Allan, you couldn't have kept me away from the sport with a mine field and a bull-whip once I got clear of home, college and the army (there being very little sports car racing in Vietnam, despite the considerable influence of Gen Curtis Lemay in those climes). And, also like Allan, I campaigned my first car at a time when I was too poor to qualify for food stamps, but it didn't matter because I didn't have time to eat anyway. Neither of us ever considered doing anything else. Fanaticism never asks how; it just *does*.

But that kind of zeal is sometimes hard to maintain when you get older and your horizons broaden. Still, I hoped it wasn't too late for our friend with the ZX. Who knows, maybe Allan's nettlesome reply was just the dig of the spur he needed to sell the ZX (or put a rollover in it) and take off on a whole new adventure.

If he did, he might discover for himself the lesson that I've had to keep teaching myself over and over again—that in any contest between the two, doing always beats having. ■

The Tenth Annual All-British Field Meet, held in Portland over the Labor Day weekend, was another enjoyable gathering and opportunity to look over some very nice cars, both Lotus and all other types of British cars- Jaguar was this year's honored marque.

After last year's meet, when Lotus was the honored marque and over 70 Lotus were in attendance on one or more days of the meet, this year was certain to be somewhat of a letdown in terms of the number of Lotus to view. In addition the weather wasn't too cooperative- after 40 days of no rain, we started out our Saturday to rain, at times heavy, which somewhat dampened our spirits. By early afternoon, however the rains were gone and we had a very good time visiting with the other Lotus owners, and viewing all the other cars on display. There were a total of 20 Lotus-types on display- 4 Esprits, 2 late Elites, 1 Eclat, 4 Elans, 1 Seven, 2 Plus 2s, 3 Europas, 2 Cortinas (neither a genuine Lotus-Cortina, and a Westfield 11. In addition, a couple more cars showed up on Sunday for the slalom running. Maury and John Montag's JPS Comm. Esprit S2 recived the most votes for Best Lotus in people's choice voting, and they received several awards as a result. After the car display on Sat. we made a run out to the Malibu GP track for several hours of fun running on the track. The majority of us boycotted the Awards Banquet Sat. night, which was attended by members Frank Grabner and Malcolm Muir, and went out to dinner as a group elsewhere- Maury and John, Steve and Pam Bator, Andy Shipp, and Lezlee and I had a most enjoyable time.

Sunday was spent perusing the swap meet booths, not finding too much in the way of Lotus parts but still managing to spend money on "trinkets" (T-shirts, models, a Lucas sign, etc), and watching cars on the slalom track, before heading home after a very enjoyable weekend. I never did hear who the honored marque for next year is, but I'm sure we'll be there again next year.

A couple of humorous comments experienced by our members in attendance- when Frank Grabner went to park his beautiful white Esprit in the British cars parking area at the track on Sunday, the traffic control guy wouldn't let him in- said "this area's for British cars, you'll have to park your Ferrari over there". As we were gassing up ready to head back after leaving the track Sunday in our Plus 2, the kid at the gas station, after he had asked what it was and I said "Lotus", replied, "oh, Swedish, huh?". Real car buffs, eh?

IN PRINT

TopWheels, a fairly new magazine, has an interesting article on the Westfield Eleven in their October 1986 issue- I called Westfield for some further info on their Seven and Eleven kits, which I'll share with you when I receive it. Their next issue is slated to have an article on the Lotus Excel.

SCRAPBOOK

We haven't gotten much response thus far to our request for photos of you and your car, for inclusion in our club scrapbook- only four members have provided photos thus far. If you have a photo for us, please send it along with the car data sheet- if not, I'll have my camera at the ready at future meetings and will be glad to take a shot (and provide you with a copy). We need also photos taken at past club events (the annual picnics, etc) to cover the early history of the club- I was usually too busy running around meeting new members and trying to organize things to take any shots myself.



International Race Drivers Club

COMPETITION AND HIGH PERFORMANCE

DRIVING SCHOOL

at

SEATTLE INTERNATIONAL RACEWAY

- * Evening classroom preparation
- * Full day of hands-on driving
- * Drive on actual race course
- * Learn proper steering techniques
- * Learn proper lines through corners
- * You may acquire an International Conference of Sports Car Clubs (ICSCC) novice racing license
- * Experience car handling at the limit
- * Improve your everyday driving skills

fees:

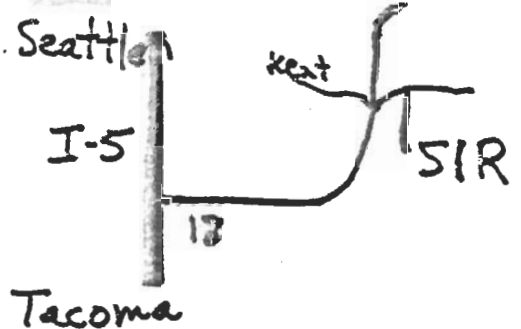
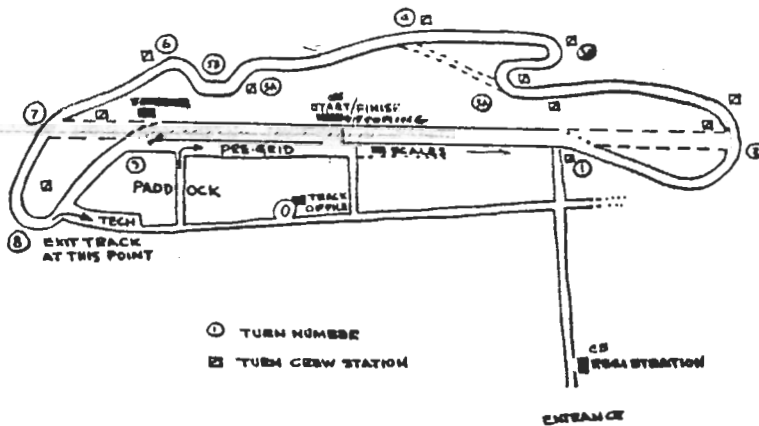
School only	\$50
School and club membership	\$60

~ SEATTLE INTERNATIONAL RACEWAY ~

31001 144 AVE SE KENT, WA. 98004 (206) 631-1550

1986 SCHEDULE

March	21 & 22
July	25 & 26
September	26 & 27



REQUIREMENTS

- You - minimum 18 years old
- valid state driver's license
 - willingness to learn
 - safety first attitude
 - helmet

Your car - street car in very sound mechanical condition

- good brakes and suspension
- 2 seats with seatbelts
- good tires with plenty of tread
- open top cars must have roll bar
- battery tied down tight
- all fluids filled - oil, water, brake, transmission
- good belts and hoses
- all loose items removed - spare tire, jack, chains, etc. (may be removed at track for the day)

APPROVED BY

SPONSORED BY



FOR FURTHER INFORMATION

contact:

Bob Merrell 946-0063
Shirley Burris 537-9678

Mail registration to:

IRDC
Shirley Burris
16909 15th Ave. E.
Spanaway, WA 98387

pre-registration form

NAME _____

ADDRESS _____

TELEPHONE (work) _____

(home) _____

BIRTHDATE _____

TYPE CAR _____ MAKE _____ MODEL _____ LICENSE # _____

Front wheel drive _____ Rear wheel drive _____ Formula car racer _____

SCHOOL IS HELD RAIN OR SHINE

Have you raced previously? _____

Previous driving schools? _____

Do you plan to race? _____

Do you plan to work turns during races? _____

If sharing a car with another driver during school, other person's name _____

EVENING CLASS COVERS:

Car Preparation - tires, brakes, fluids, seat belts

Car Control - proper apex - early apex - type 123 corners

Car handling - plow - understeer; oversteer - use of the throttle and brakes to help car turn

Resource Books

Video Presentation

Racing - car prep., driver prep., how to race, a race weekend

SATURDAY CLASS COVERS:

Track walk-around with instructors

Observation of actual race cars negotiating corners

On track driving of each corner with instructors

Observation of other students in corners

On track driving of whole race course with race driver instructors

in your car, pointing out the how and why of proper car control

in your car, pointing out the how and why of

Graduation

IRDC is one of the five member clubs who stage championship automobile races under the direction of the International Conference of Sports Car Clubs (ICSCC). The races are held on roadracing courses in British Columbia, Washington, and Oregon. ICSCC has numerous categories of cars including Open Wheel Formula cars, Sports Racers, and Production cars. This school is a prerequisite for obtaining a race driver's license.

IRDC is the Seattle based club in ICSCC. Our membership chairman

is Dick Roberts

3517 SW 98th St.

Seattle, WA 98126-4019

937-1051

FRIDAY

AT The Pavilion Cafe and Bar
South 180th and Southcenter
Parkway, Seattle
(206) 575-8700

5:30 - 6:30 pm dinner hour

6:30 check-in and registration

7:00 - 10:00 class

SATURDAY

AT Seattle International Raceway
Kent Map and instructions at
class

8:00 am to 4:00 pm class,
observation and on track
instruction



The Pucker Factor

Every sport enjoys its own jargon: Football has the roll-out, the 46 defense, and sudden death. Baseball has the sacrifice, the grand slam, the 6-4-3 out. Karate is totally Japanese in terminology and concept: of particular interest here is san-chin dachi, a stance in which the knees are slightly bent, weight is distributed 50/50 on feet pointed inward at 45 degrees, with toes grabbing the ground to form a secure base from which blocks and punches can be executed.

Motorsports is no exception, and has its own phrases and concepts decipherable only to the insider: trail-brake, apex, drift, oversteer, etc. Authors have borrowed, refined, and created terminology to label and define concepts - but none of these writers have defined what I'm about to explain, even though it is a phenomenon common to beginner and pro, autocrosser and superbike racer alike.

I was surprised to find, in my first reading of Turner and Miles' "Winning Autocross Solo II Competition," that with all the attention given to the driver's body - eyes, hand, and feet - this critical factor escaped mention. I'm talking about the technique involving the racer's largest set of muscles, the Gluteus Maximus. I'm talking about "The Pucker Factor."

For evidence of this factor's universal use, one need only stroll through the pits at any event, taking a careful look at the seats of the competing vehicles. The class leaders' cars will invariably sport that tell-tale (or should I say "tell-tail") long thin crease down the center of the driver's seat - and the passenger's as well, if it's a rally car.

You think I'm kidding? Recall how many old sports cars you've seen whose seat fabric has given way after miles of spirited driving. Their early deterioration can't be attributed solely to weather exposure or inferior material. They're victims of The Pucker Factor.

I'd like to hypothesize that a valuable insight into a driver's abilities can be had by a careful study of the conditioning of his buttocks. After all, if nice guys finish

last, isn't it possible (even logical) that the biggest ass takes home the trophy?

No racer will dispute the value of a stable, secure fit in the driver's seat - isn't that the reason we all prefer a full competition harness, beyond the obvious safety benefits? The Pucker Factor enhances this stability, and like karate's san-chin dachi, it gives a firm base from which to execute any maneuver, while stuck firmly to the seat. The Pucker Factor, in fact, is the secret to heel-and-toeing. Habitual use of The Pucker Factor gives new meaning to the concept of becoming one with the machine.

While the Pucker Factor's advantages should be immediately apparent to the thoughtful competitor, I'll mention some of the conditions in which using The Pucker can be translated into real time through the lights. A firm grip on the seat is worth a full tenth of a second at the end of a straight when you're pushing that braking point farther and farther into the corner, inch by inch. Likewise, the security afforded by The Pucker allows you to fight instinct and g-forces, and so helps you get through that corner

without lifting. Additionally, a driver armed ("butt"ressed?) with The Pucker Factor can explore new heights of g-force excitement, making that sought-after ultra-smooth steering input almost instinctive.

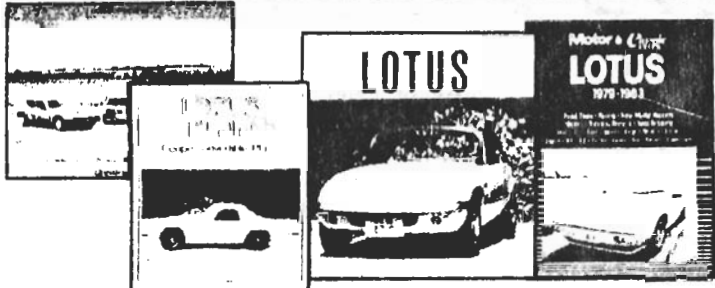
As for those inevitable moments when drift comes to slide, the driver who's spent the winter months developing his or her "gloots" will be in a much better position to regain control of his or her body at least, if not the car. So you see, the PF can cut cleaning bills as well as extra seconds.

I realize I may become the butt of many jokes for proposing such a radical theory, but those of you who are believers can join me for my own skid pad testing of this theory. I guarantee we'll really raise a rumpus in those racing circles. **A**

AUTO X
MAGAZINE



LOTUS



LOTUS COLLECTOR'S GUIDES

Detailed model-by-model descriptions, competition achievements, technical and restoration information and invaluable reference data are provided in these books in the popular Collector's Guide series. Hardbound, 9 1/2" x 7 1/2".

The Third Generation Lotuses: A Collector's Guide, by Graham Robson. Covers the Elite, Eclat, Esprit and Excel from 1974. (AE)102677A \$18.95

Lotus Elan and Europa: Collector's Guide, by John Bolster. "... well presented and illustrated book... interesting and provocative pictures." *Motor Sport*. Covers the 25,000 Elans, Plus 2's and mid-engined Europas were produced 1963-1975. (AE)102592A \$18.95

LOTUS AUTOHISTORIES

Strong pictorial coverage and high overall quality have gained this series a fantastic reputation. Approx. 90 black & white and 12 color photos plus authoritative text highlight the cars, production, and racing careers of the various models. Rated 3 stars by *Car Collector*. Hardbound, 7 1/2" x 8 1/2", 136 pages.

Lotus Elan, by Ian Ward. Covers the coupe, convertible and Plus 2. (AE)102679A \$14.95

Lotus Esprit, by Jeremy Walton. (AE)102636A \$14.95

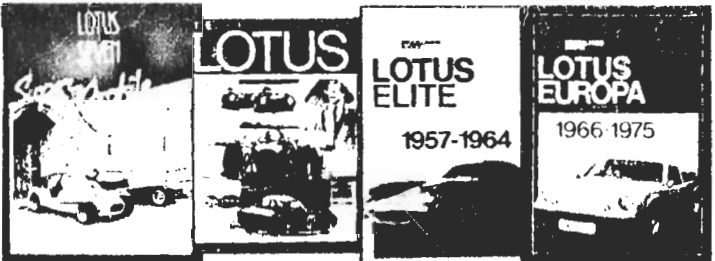
LOTUS

A beautiful Japanese book on Lotus. Text in Japanese but excellent photos and drawings make this a worthwhile item for the Lotus buff. Covers all street models. Softbound, 9 1/2" x 10", 119 pgs., 231 ill.102690A \$12.95

MOTOR & THOROUGHBRED & CLASSIC CARS

ON LOTUS 1979-1983

Reprints of 35 articles from these fine British magazines. Covers road test; racing; new model reports; history; running reports; specifications; Elite; 2.2; Elan; Sprint; Eclat; Riviera, Excel; Esprit; S2; S3 Turbo; Essex; Six; Seven; and Caterham. Softbound, 8 1/2" x 10 1/2", 100 pgs., approx. 200 ill.102686A \$11.95



LOTUS SEVEN: SUPER PROFILE

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We will be sending in our order the second week of October, so if you're interested in ordering any books, please let me know as soon as possible, either at the upcoming meeting or by mail; as our order must be prepaid, you'll also need to pay for your order when we send it in (payable to Evergreen Lotus Club). I should also mention that Classic Motorbooks has many thousands of other titles available, so should you be interested in buying books on other subjects you can certainly do so- we'll have several copies of the catalog available at the meeting for you to look through.

Also on the subject of books, several new titles are coming out which should be of interest (these are not listed in the latest Classic Motorbooks catalog we have, but I will be checking before we place our order on their availability and price)- these are the long-awaited official biography of Colin Chapman, written by his long-time friend Jabby Crombac, and due out next month; and a volume on the Lotus Twin Cam engine, by Miles Wilkins, one of the leading Lotus restoration specialists in England (and the English source for early Elite parts)- Miles had a two-part article in Practical Classics magazine for January and February of this year, in which he referred to this forthcoming book- it's supposed to cover the complete story of the TC, with a lot of tuning and rebuild info, and over 300 photos, and sounds to be very worthwhile for anyone thinking of doing any work, minor or major on their own engine. Which leads me to the next subject.....

TECHSESSIONS

One of our most requested possible group activities, is for tech sessions on various subjects of interest to the members. In the past we've had a couple, some fiberglass sessions led by Bill Reynolds, and one devoted to the initial phases of engine rebuilding (making measurements when first tearing down an engine for rebuild, what measurements to make and how, etc) using one of my Coventry Climax engines and directed by Bill Boyer.

However, it has been a while since we had any tech sessions, and so we are planning several for the months to come. Firstly, we are going to be doing regular fiberglass sessions here at Evergreen Lotus HQ- we will let you know at each monthly meeting what weekends we will definitely be doing glasswork, or you can give me a call anytime and I'll let you know when the next session is- even if we don't have one planned, if several people want to get together and have a session we'll go ahead and have one.

TECHSESSIONS cont.

We also will be having sessions one engine work- John Shih's waterpump went out on his Europa TC over a year ago, and he hasn't tackled the repair yet as he doesn't feel confident to try it on his own, so we will be having a tech session (tentatively scheduled for sometime in November) when we can as a group lend him a hand and technical advice in getting the job done and his car back on the road. So, you Europa owners that have previously done this job, how about some suggestions from your own experience as to how best to do it (or how not to do it!)- I have three different tech articles on the subject, all different in their approach and on whether one should pull the engine out to do the job.

The second, and more major engine tech sessions, will involve the complete teardown and rebuilding of my two TwinCam engines, which will be done as another series of tech sessions, everything from cleaning up the engines to teardown, measuring, crack testing, discussions on tuning options, etc. and on to reassembly- at least one of these engines will be rebuilt to Big Valve specs, and both will be completely balanced and blueprinted, but will not be anything too exotic as they are both intended solely for street use. As both these engines are early, 4-bolt crank and ropeseal engines which were rated new @105 HP, relatively simple items like the big valves, headers replacing the old 1-piece cast iron exhaust manifold, etc. can produce a substantial HP increase as a percentage over the original rating, while still giving one a very tractable street engine that should last a long time. This, at least is the goal, and your comments and suggestions will be more than welcome when we get into this series of sessions- with two engines to play with, I'm certainly considering such things as the Vegantune waterpump conversion for at least one of these engines.



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