

EVERGREEN LOTUS CAR CLUB

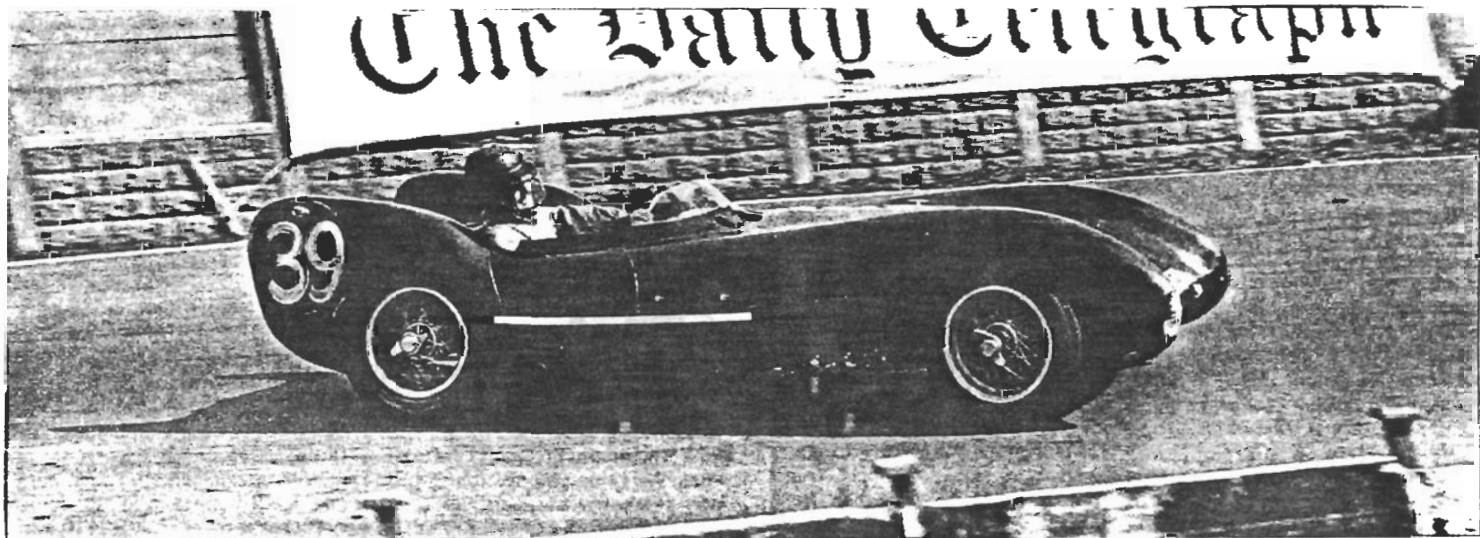
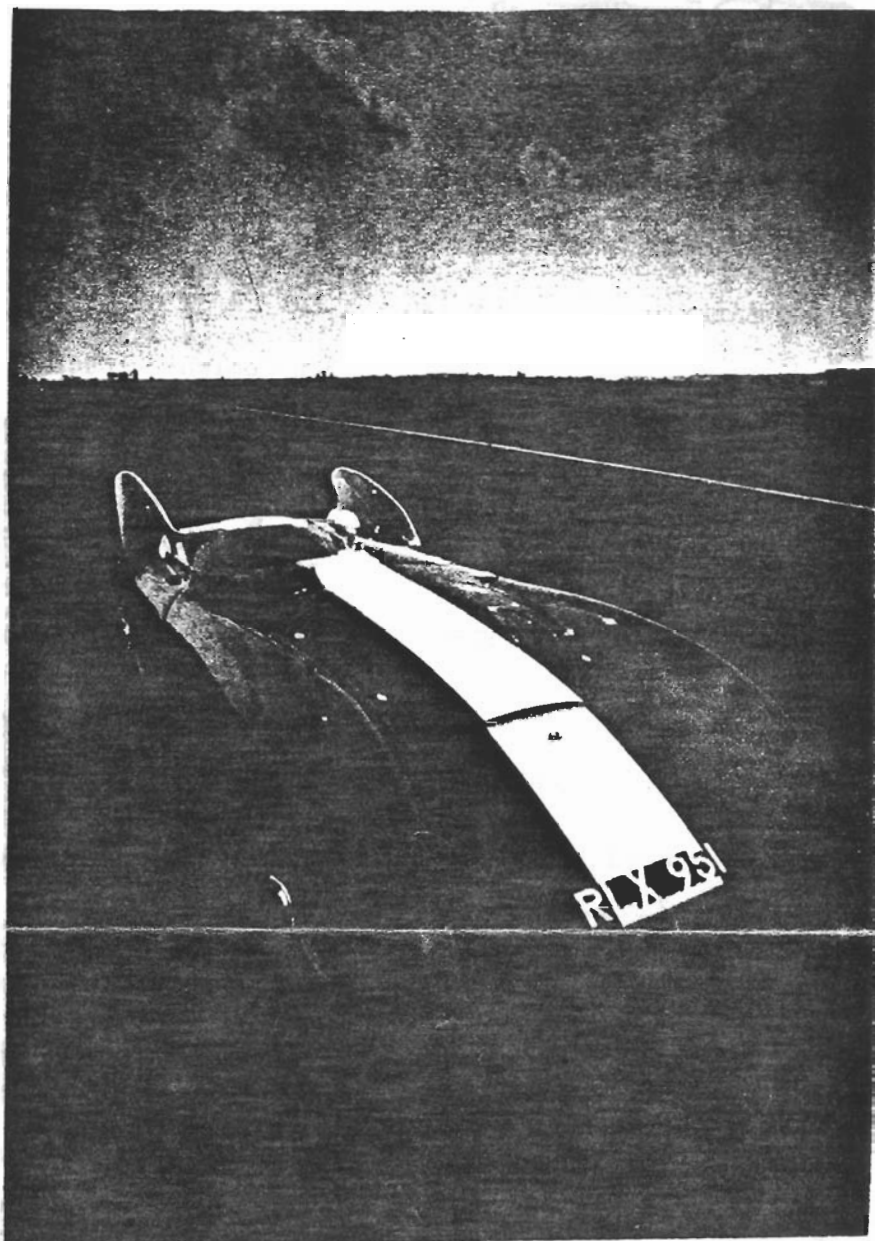
January/February 1987

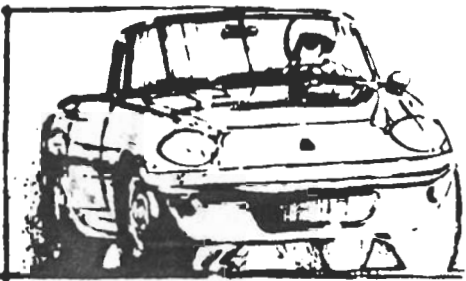
Terry A. Elmore, chairman
3010 132nd Ave. SE
Snohomish, WA 98290
334-5768

Cover photos- club member John Hunholz recently acquired a very rare Lotus Mark IX (one of only twenty three made, in 1955).

Photos courtesy of Thoroughbred and Classic Cars November 1985

LOTUS lines





Calendar of Events

STOP DREAMING! START DRIVING!

FEBRUARY 21, SATURDAY

Evergreen Lotus Club Meeting 12:00 noon
Maury and John Montag, 16723 87th Ave. SE
Snohomish 668-4146

MARCH 15, SUNDAY

All City Rally VII Olympia
put on by Corvettes de Olympia

21, SATURDAY

Evergreen Lotus Club Meeting 12:00 noon
Frank Grabner 844 NW 58th St. Seattle
783-5726

APRIL 10-12 FRI-SUN

West Coast Lotus Meet II Cambria by the Sea, CA
see info/entry form in this issue

18

Evergreen Lotus Club Meeting

MAY 2, SATURDAY

Morgan Owners Group NW, picnic at Fort Casey on
Whidbey Island

8-10 FRI-SUN

Vancouver All British Field Meet

? (early May)

tentative Lotus Car Club of BC Swap Meet (Sat) &
Westwood track day (Sun)

16

Evergreen Lotus Club Meeting

JUNE 20

Evergreen Lotus Club Meeting

JULY 11

Annual Evergreen Lotus Picnic
Lezlee and Terry Elmore, 3010 132nd Ave. SE
Snohomish 334-5768

18-19 SAT-SUN

7th Annual Vintage Weekend, Westwood BC

²⁶ ^{SUN}

THE ALL-BRITISH TOUR OF VASHON

AUGUST 15, SATURDAY

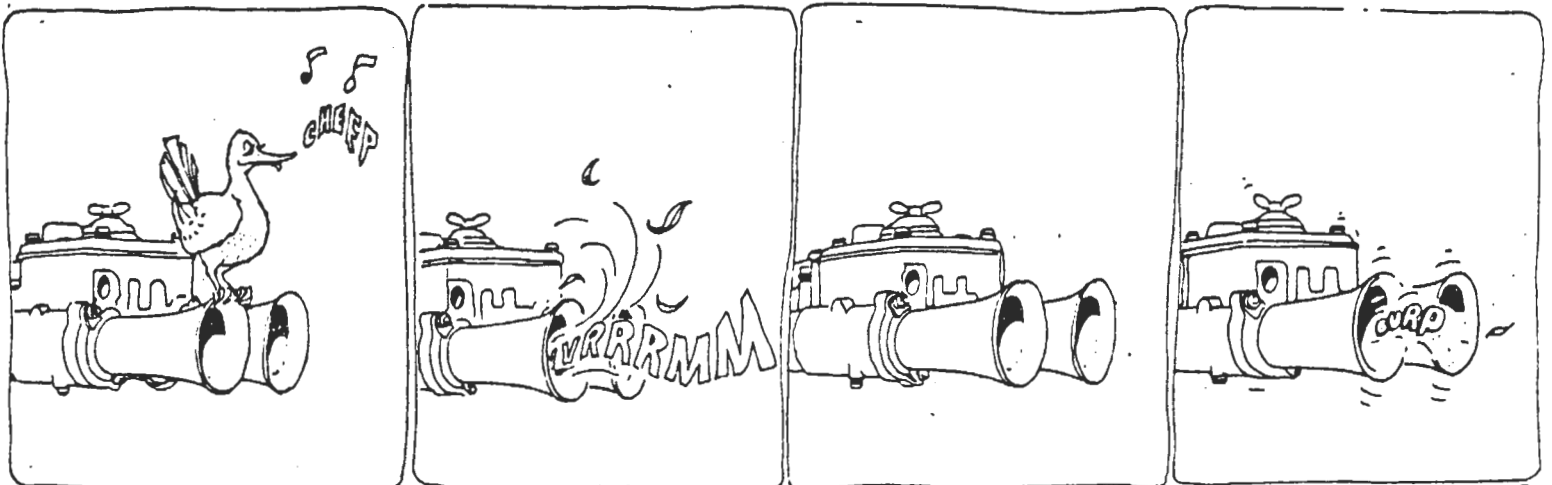
Evergreen Lotus Club Meeting

SEPTEMBER 4-6 FRI-SUN

11th All British Field Meet Portland OR
honored marque, Austin Healey

CATCHPOLE

By Barry Foley



Thursday, 21 February 1987

12:00 Noon

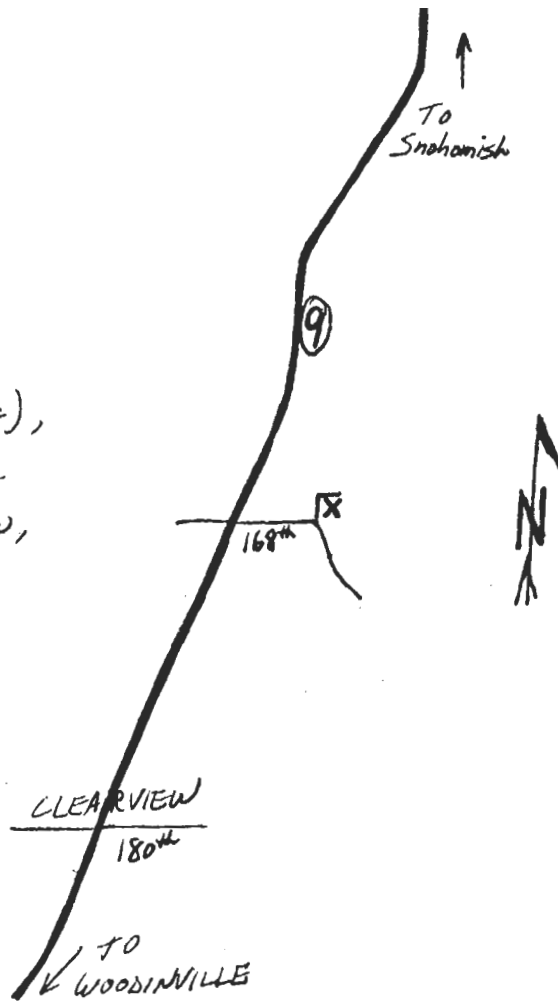
Johanne & Maury Montag

16723 - 87th Ave SE - Snohomish

668-4146

from South - take Hwy 522 (Bothell - Monroe),
to junction with Hwy 9 (near wrecking yards -
Fitz, etc). North on Hwy 9, past Clearview,
turn right (east) on 168th. Where 168th
makes 45° bend to right, turn left onto
drive way entrance to Montags.

from North - follow Hwy 9 south
from Snohomish to 168th.....



Saturday, 21 March 1987

12:00 Noon

Frank Grabner

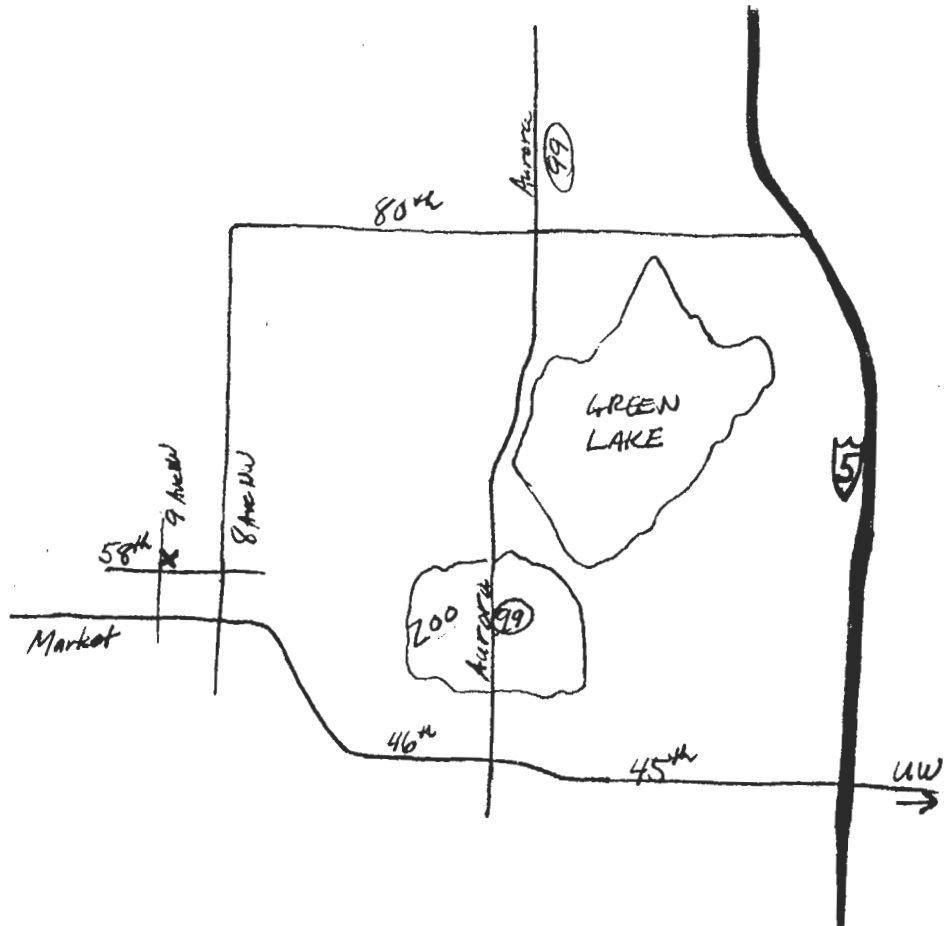
844 NW 58th St

Seattle (Ballard)

783-5726

NE Corner of 9th Ave NW

and 58th St NW



**You CAN
take it
with you**

The yacht *Grand Louis* sports a fancy Lotus sportscar as its landing craft. No dinky dinghy this.

The large sailboat is tied up in Ala Wai Harbor.

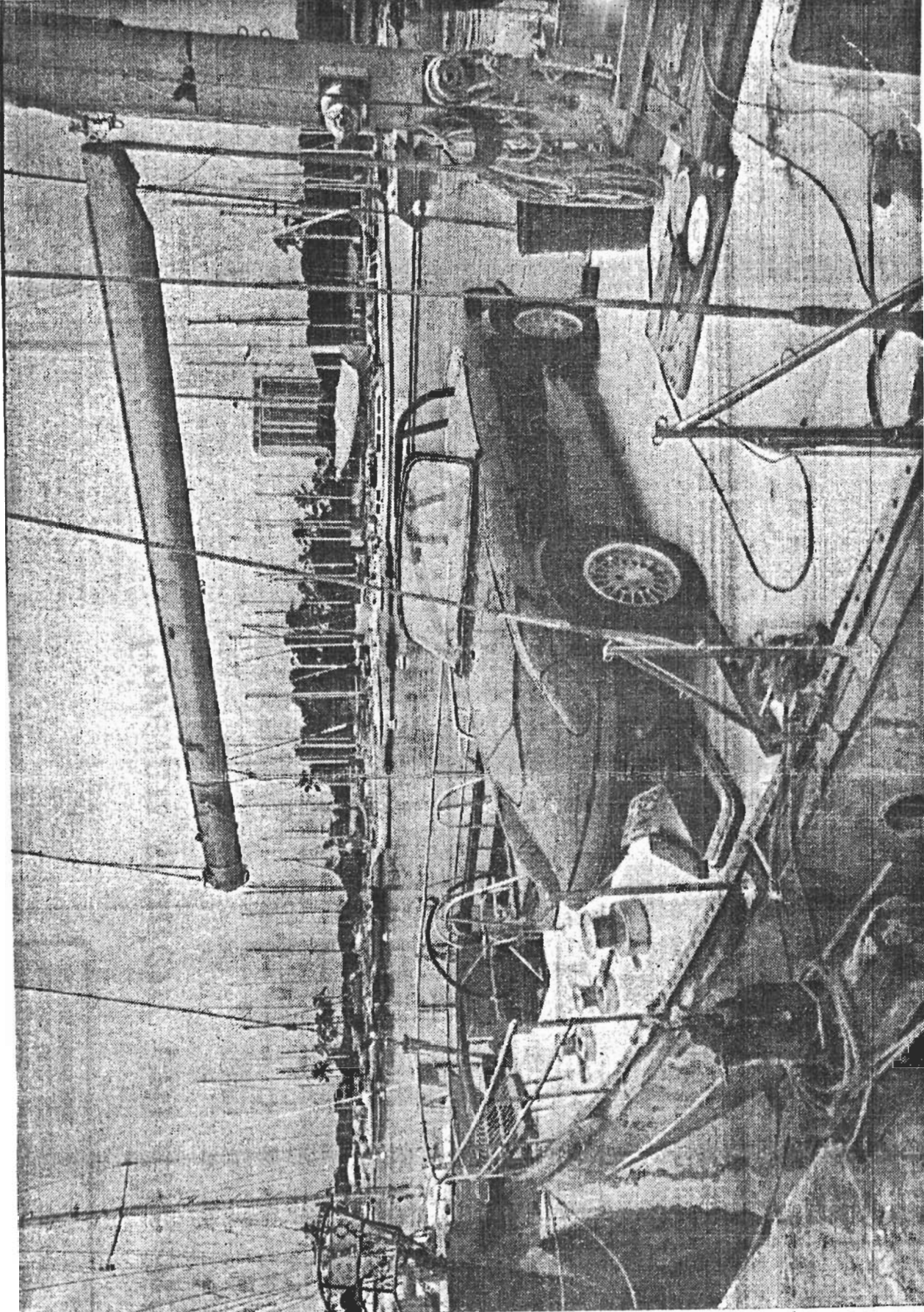


Photo appeared originally in the Honolulu HI Advertiser 29 December 1986 thanks to Jeff Palmer for passing along this glimpse of Island life

This past year has been a good one for Evergreen Lotus- we have more than doubled our membership, from thirty at the start of the year to our present sixty five, and with prospective new members I anticipate that we may well attain one hundred members by the end of this year.

With this comes the reminder that, as our membership year runs from January First of each year, your membership renewal is now due (with the exception of our recently-joined members, and those who renewed at the December meeting of course). We would greatly appreciate your taking the time to renew as soon as possible- dues remain at \$10 a year, which goes primarily to pay for the bimonthly LOTUS LINES.

We will continue in our efforts to improve in getting your six issues of the newsletter to you on time every other month, something we haven't been overwhelmingly successful with to date. On this score I would also like to draw your attention to Dave Larson's request in his column, for someone to take over his position as Editor, so he can work on some other projects for the Club, such as the Club roster and on profiles of members and their cars, which he hasn't been able to do for lack of time with having to produce the newsletter with very little help (I'm as guilty as anyone else in not helping him out with promised material). I would like to express my thanks to Dave for taking over the editorship when he did, and say that I have certainly enjoyed his writings over the past year as I'm sure you have as well (better than reading an entire issue written by me, that's for sure). So, will someone please step forward now and take on the job of editor for a while?

As you can see from the tentative schedule of events for the coming 1987 season elsewhere in this issue, there will be a number of interesting events throughout the year, something for everyone whether you want to go for a peaceful drive in the country or test your car on track or hillclimb. In addition to the items listed on the calendar, there are a few other possible "field trips" we've come up with that we're checking on now which you may find of interest, and we'll report on these as plans become more definite. We'll of course keep you informed as well, as events draw closer and details and specific dates are confirmed.

As a personal note- as soon of you are aware, I have been off work for almost six months now, as a result of a job-related back injury, and due to the fact that my employer's insurance company, and subsequently the State, denied my claim for a work injury, this period has been a frustrating and rather depressing one for us. In fact I have just now started to receive some disability benefits from the Teamsters, after going some four months without being paid while my attorney appealed my case to the state. So, I hope you will understand why the "management" of Evergreen Lotus has been a bit sparse of late. We greatly appreciate the words of concern and encouragement we've received from our friends in Evergreen Lotus, and I am delighted to say that, after several months of no improvement, my back does seem to be getting a little better, slowly but surely, and I'm cautiously optimistic that I may be able to return to work in another month or two.

Well, that's all from me- hope we'll see you at a few Evergreen Lotus Club events in the course of 1987, and welcome to all our new members.



FROM THE HOT SEAT
by Dave Larson

HELP WANTED: Newsletter editor. Ever lust for the power of control over an automotive publication's contents? Think you'd like to try writing a column like Satch Carlson or Peter Egan? Here's your big chance. Seriously though, we need someone to take over the duties of Lotus Lines editor. Terry Elmore started off the newsletter and put it together for over a year, I've put in a year's time, and now it's someone else's turn. It doesn't take much time as the Lines are published only bi-monthly. Sign up for six issues and lend our informal organization a little help. Terry will continue with his column and I intend to do a series on our members and their cars. I also will be working on an up-to-date roster of our nearly 70 members.

I hope some of you out there were able to get out to spectate the recent Olympus Rally. No Lotuses, of course, but a world-class rally in your back yard is a rare occurrence. With a world drivers championship at stake and the last chance to see Group B rally cars in competition, it was a top notch show. 1987's Olympus Rally is scheduled for June. See Evergreen Lotus member Thomas Hennessy for information and vivid, from-the-drivers-seat rally war stories.

This is an Anniversary Year for some of the most prominent Lotus road cars from Lotus' "three generations"-

- 30 the Seven and the Elite debuted together at the Earl's Court Motor Show in October 1957
- 25 the Elan appeared at the same venue in 1962
- 20 the Elan Plus 2 followed five years later as Lotus moved "up-market"
- 15 the "SilverCar", Giugiaro's design study for the Esprit, debuts at Turin in '72

As Dave Larson has made mention previously, an idea with which I completely agree, we should honor different models of Lotus throughout the year, either at meetings or other events, and make a special effort, when a particular model is being featured that month, to get as many of our members owning that model to come out for the meeting or event. This we have done previously- you may recall, for example, when Raj and Sandy Savara hosted a meetinf and the featured cars were the Third Generation, and we had a good turnout with Esprits and a new Elite.

We now have over 30 Elans in the group, about a dozen Sevens, and nearly the same number of Esprits, and so if we could get a fair percentage of these cars to show up at one time it would make a very impressive display. Dave has also brought forth the suggestion that we have volunteers in the group, who would act as a coordinator for their specific model and help in organizing such events through the year, and perhaps also act as a tech advisor on their model. As he has done much already to get in touch with all the Seven owners in the group, and to track down leads for possible other Sevens in the area, Dave is the obvious person to act as Seven coordinator. As I am already doing some organizational work in trying to arrange an area Elite Meet (see my article on this elsewhere in this issue) I will act as early Elite coordinator. So, we would like to have some volunteers to cover the other Lotus models- someone for Europas; for Elans and Plus 2s; for Esprits, Elites and Eclats; and the sports/racing cars. I believe Dave was going to contact a few people to discuss this idea further as well.

LOTUS

SUPER-MAK - ALPHA-CRYL

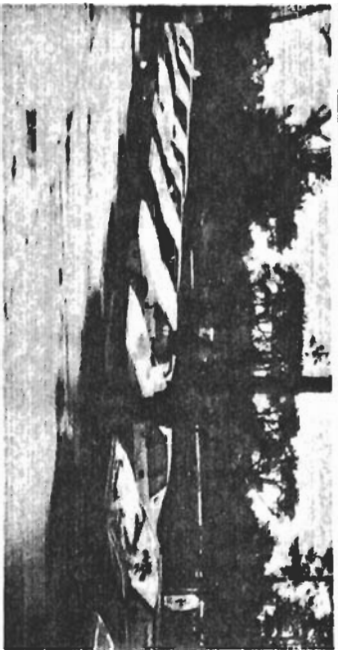
REVISED—JANUARY 1971
DESTROY PREVIOUS SHEET

BASE	SETTING	BASE	SETTING	BASE	SETTING	BASE	SETTING				
E-LO001		ORANGE		A-LO001		E-LO006		BURNT SAND		A-LO006	
		PNT-90	100	TE-01	100	PNT-90	100	TE-74	576	AT-174	492
		AT-170	610	TE-94	881	AT-191	812	TE-41	965	AT-182	924
		AT-191	827	TE-65	1000	AT-141	1000				
		AT-171	1000								
E-LO002		BRITISH RACING GREEN		A-LO002		E-LO007		YELLOW		A-LO007	
TE-01	100	PNT-90	100	TE-01	100	PNT-90	100	TE-94	610	AT-190	431
TE-41	797	AT-121	450	TE-94	610	AT-171	752	TE-72	878	AT-174	986
TE-21	930	AT-171	630	TE-42	950	AT-142	1000	TE-71	1000		
TE-72	990	AT-182	838								
TE-94	1000	AT-141	935								
		AT-190	1000								
E-LO003		ROYAL BLUE		A-LO003		E-LO008		BAHAMA YELLOW		A-LO008	
TE-01	100	PNT-90	100	TE-01	100	PNT-90	100	TE-74	823	AT-174	909
TE-22	877	AT-121	732	TE-74	823	AT-190	936	TE-42	911	AT-182	957
TE-66	936	AT-190	855	TE-94	968	AT-179	986	TE-65	1000	AT-141	1000
TE-94	990	AT-163	875								
TE-41	1000	AT-123	995								
		AT-141	1000								
E-LO004		CIRRUS WHITE		A-LO004		E-LO009		FRENCH BLUE		A-LO009	
		REVISED 1-71				TE-01	100	PNT-90	100	TE-01	100
TE-01	100	PNT-90	100	TE-01	100	TE-22	517	AT-122	334	TE-22	517
TE-94	996	AT-190	846	TE-94	826	TE-94	826	AT-190	557	TE-41	942
TE-78	999	AT-178	975	TE-41	942	TE-66	1000	AT-163	629	TE-66	1000
TE-26	1000	AT-177	981	TE-66	1000			AT-141	700		
		AT-141	993					AT-100	1000		
		AT-100	1000								
E-LO005R		CARNIVAL RED		A-LO005R		E-LO010		YELLOW		A-LO010	
TE-01	100	PNT-90	100	TE-01	100	PNT-90	100	TE-71	527	AT-171	785
TE-53	706	AT-152	553	TE-71	527	AT-173	925	TE-94	953	AT-174	950
TE-79	902	AT-170	930	TE-94	953	AT-142	995	TE-42	983	AT-190	1000
TE-94	995	AT-190	967	TE-42	983			TE-78	1000		
TE-41	1000	AT-141	1000	TE-78	1000						

LOTUS

SUPER-MAX -ALPHA-CRYL

BASE	SETTING	BASE	SETTING	BASE	SETTING	BASE	SETTING
E-LO011		RED ORANGE	A-LO011	E-LO016		DARK GREEN	A-LO016
		PNT-90	100	TE-01	100		
		AT-170	848	TE-22	536		
		AT-153	981	TE-74	873		
		AT-191	995	TE-41	975		
		AT-141	1000	TE-94	1000		
E-LO012		YELLOW	A-LO012				
TE-01	100						
TE-94	550						
TE-71	976						
TE-72	990						
TE-42	1000						
E-LO013R		CARMEN RED	A-LO013R				
TE-01	100						
TE-53	804						
TE-79	891						
TE-94	964						
TE-41	1000						
E-LO014		ELAN BLUE	A-LO014				
TE-01	100						
TE-22	507						
TE-94	885						
TE-41	954						
TE-74	1000						
E-LO015		OLIVE GREEN	A-LO015				
TE-01	100						
TE-74	682						
TE-41	851						
TE-31	936						
TE-94	1000						



APRIL 10, 11 & 12, 1987 CAMBRIA PINES LODGE, Cambria California

ADDS UP TO MORE LOTUS FUN!!

- Morning Stretch Rallye/Run
- Formal Concours
- Wine Tour
- Big Lotus Banquet
- Concours Buffet Brunch
- Awards for Everything!
- Momentos

SCENIC CENTRAL COAST OF CALIFORNIA

Located on the California Coast, world reknown sports car heaven. Surrounded by hill, wineries, history, and more. Perfectly located halfway between Los Angeles and San Francisco.

BE THERE!!!



THE 1987 WEST COAST LOTUS MEET

April 10, 11 & 12, 1987
Cambria, California

After the success of the first West Coast Lotus Meet there had to be a second and this is it!

Again, the site will be the Cambria Pines Lodge in Cambria by the Sea, California. This oceanside hamlet is in the scenic central coast of California and is surrounded by Lotus roads and wineries.

This year's festivities will include a Saturday morning Rallye. A wine tour led by Ron Bennett. Saturday is capped off by a gluttonous banquet. On Sunday the day begins with car cleaning and then the Brunch and Concours. The awards are then passed out and the memories will linger for years to come.

REGISTRATION:

Registration for the West Coast Lotus Meet is being handled by the Golden Gate Lotus Club and Lotus West. The cost is \$20 per Family or \$15 per single.

BANQUET & BRUNCH:

The Banquet reservations are being handled by the clubs as well. The cost of the Banquet is \$15 per person for Chicken Cordon Bleu or \$16 per person for Prime Rib. The price of the Brunch is \$14 per person.

ROOM RESERVATIONS:

The Cambria Pines Lodge has 63 rooms available. These will be reserved on a FIRST COME FIRST SERVE BASIS. **ALL ROOM RESERVATIONS WILL BE HANDLED BY CAMBRIA PINES LODGE** (not by the GCLC or LW). Make your room reservation TODAY by contacting:

Jan Reynolds, Director Sales and Marketing
Cambria Pines Lodge
2905 Burton Drive
Cambria, CA 93428
(800) 354-8877 or (805) 927-4200

ROOM RATES ARE:

Queen/Queen \$52 - \$48
King w/ Fireplace or Queen/Queen w/ Fireplace \$64 - \$59

INFORMATION AND QUESTIONS:

Charlie Rockwell
385 North 19th Street
San Jose, CA 95112
Wk: (408) 756-1991 or Hm: (408) 286-2405

REGISTRATION AND BANQUET RESERVATIONS MUST BE MADE WITH CHARLIE ROCKWELL BY MARCH 25, 1987.

ROOM RESERVATIONS MUST BE MADE DIRECTLY WITH CAMBRIA PINES LODGE (Rooms will be reserved on a 1st come, 1st served basis).

CUT HERE

1987 WE

REGISTR

Name _____

Address _____

City, State _____

Telephone: _____

Date _____

BANQUET

Banquet res

_____ pers

_____ pers

_____ pers

EVENT RE

Reservations

Reservations

(The money will receive one pint the concours pl

Please add t registration, f Lotus Meet r

PLEASE A

_____ Yes,

_____ Yes,

_____ Yes,

* Make chec



Washington's *Other* Rally

Corvettes de Olympia presents **ALL CITY RALLY VII**

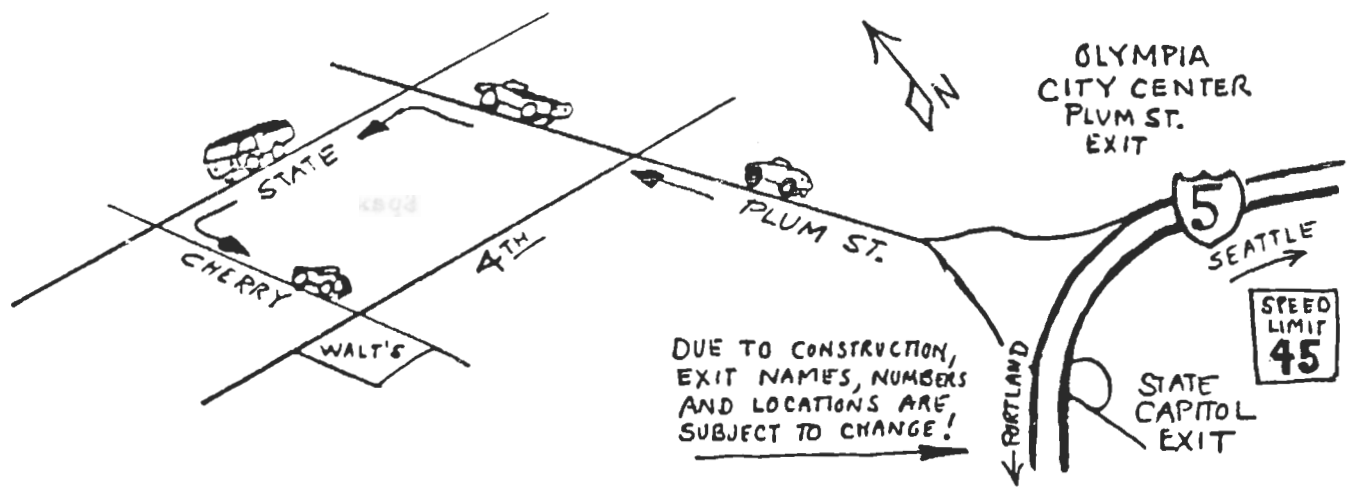
50-MILE FUN/GIMMICK ROAD RALLY
(Out in the country... not a speed event... all paved roads)

Sunday, March 15, 1987

Rain or Shine

Start any time between 9:00 A.M. and Noon

**Starting point: Walt's Radiator & Muffler
517 East 4th Ave., Olympia, Wash.**



Entry fee: \$6.00 per car

Equipment needed: car, driver, navigator, clipboard, pencils or pens, maps, paper, etc.

Prizes: dual awards (driver & navigator) for 1st through 5th; special prize for best over-the-road score (excluding stunts at checkpoints).

Food and drink available at the finish.

EVERY KIND OF VEHICLE RUNS THIS RALLY!
Sports cars - rods - collector cars - street machines -
- antiques - trucks - vans - low riders -
- lead sleds - F.I.S.A. Group "B" cars are still eligible.

INFORMATION: NICK MURPHY (206) 491-6262



SPAX SHOCK ABSORBERS

.by Terry Elmore

Colin Chapman designed his road cars, starting with the Elite, to have a fair amount of suspension travel, coupled with softer spring damping than was then the norm- this was intended to provide both a more comfortable ride, compared to the "coal-cart" suspension of most sports cars then, and also to ensure that all four tires would remain in contact with the road at all times, a major factor in the renowned Lotus handling performance advantage over lesser marques.

A requisite, however, for this suspension set-up to work properly is correct shock absorbing action, and if your shocks are either worn and in need of replacing, or in the case of adjustable shocks if they are set too soft or too stiff for the driving conditions, your Lotus' handling will not be all that it should.

When it comes time to replace your worn shocks, you have in most cases three options- you can either obtain the original equipment, i.e. Armstrong, or you can go to one of the after market-shocks, Spax or Koni, which offer the advantage of adjustability, to tune your suspension to suit your own driving needs and style.

Koni have a fine reputation as one of the finest shock available- however you pay for this reputation, as they are quite expensive, running about double the cost of the equivalent Spax. In the case of adjustable Konis, they are also somewhat inconvenient, in that they must be removed from the car for adjustment, whereas the Spax can be easily adjusted in place.

When Jim Kirbach and I went up to Vancouver BC in October, to check out what was left from the BC group's swap meet of the week before, we also stopped at Ace Automotive, in Burnaby BC- Ace is the Canadian distributor for Spax shocks, and I obtained a listing with current prices from them. Ace has the best prices we've found for Spax, much less than any US dealers we've checked- several of our members have already purchased Spax for their Europas from Ace- Jim Orgill for his S2, and Eric Wyss for his JPS. Please note that the prices quoted are in Canadian dollars, so your cost would be approximately 70% of that listed....

<u>FRONT SHOCKS</u>	regular	price \$Cdn	competition	price \$Cdn
'59-63 Elite S.1	A303-S180	95.95	A775-AS180	121.95
S.2	A307-S180	95.95	A777-AS180	121.95
'75 on Elite,Eclat	A589-S195	101.95	A856-AS195	133.95
Elan	A310-S195	101.95	A779-AS195	133.95
Plus 2	A391-S195	101.95	A792-AS195	133.95
Europa S.1	A620-S195	101.95	A866-AS195	133.95
Europa S.2, TC from 7109181000P	A927-S210	125.95	A867-AS210	143.95
Esprit, Turbo	A583-190	90.95		
<u>REAR SHOCKS</u>				
Elite/Eclat	A590-S195	101.95	A857-AS195	133.95
Europa S.1	A621-S195	101.95	A868-AS195	133.95
Europa S.2, TC	A655-S195	101.95	A876-AS195	133.95
Esprit	A584-S220	143.95	A853-AS220	167.95
Turbo Esprit	A599-S220	143.95	A928-AS220	167.95

Ace Automotive is located at 5294 Imperial Street, Burnaby, BC (604)430-4213



96e

THE MORGAN SPORTS CAR CLUB
IS GOING TO TOUR UP HOODS CANAL
AND ACROSS TO FORT CASEY STATE PARK
ON WHIDBY ISLAND FOR A PICNIC.

WE SHOULD BE AT FORT CASEY
BY NOON AND WOULD LIKE TO INVITE
YOUR CLUB AND OTHER BRITISH CAR CLUBS
TO JOIN US FOR THE PICNIC.

NOON MAY 2ND 1987

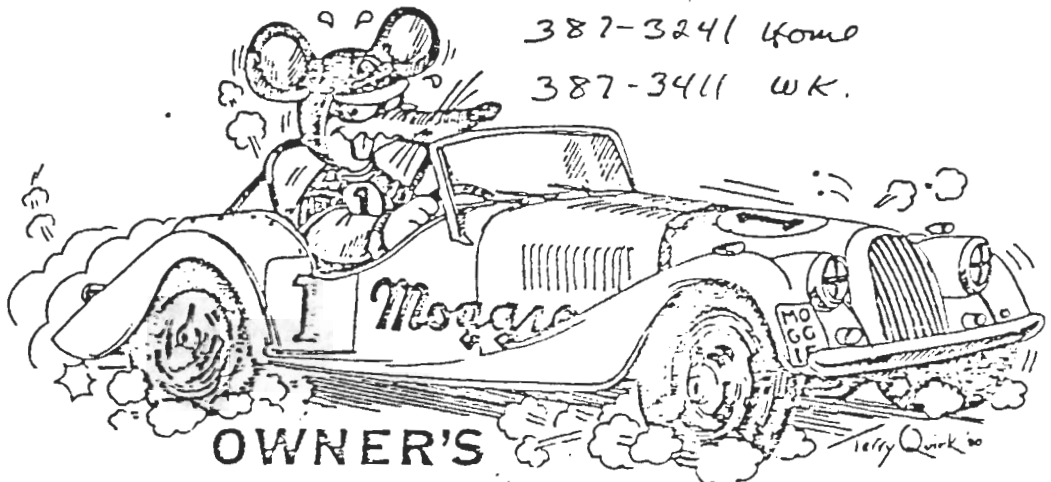
PLEASE CONTACT

BOB NELSON

PO BX 353 STANWOOD WA 98292

387-3241 Home

387-3411 WK.



OWNER'S
GROUP
NORTHWEST

CURRYWATER INN
EXIT 11 WY 8
OR 101
101 to Port Townsend

1987 Quick 30

THE CLASSES AND JUDGING

This event is not a Concourse de Elegance per se. There is no formal judging or set rules for judging. However, we believe that appreciation should be shown for the cars and the owners who have dedicated many hours of careful work on them. We do have classes and the judging is by entrants' choice. Each entrant receives a form and is requested to vote on a particular group of classes. It is up to each entrant to determine what he or she considers makes an outstanding car. In this way the awards given are the best form of compliment, appreciation from fellow enthusiasts. There are first, second and third place trophies per class plus over all trophies.

CLASSES

- | | |
|----------------------------|--|
| 1. Aston Martin, Post War | 20. Bentley, Post War |
| 2. Austin Healey 100/4 | 21. Triumph, TR 2, 3, 4 |
| 3. Austin Healey 3000 | 22. Triumph, TR 250, 5, 6 |
| 4. Jaguar XK 120, 140, 150 | 23. Triumph, TR 7, 8 |
| 5. Jaguar E-Type | 24. Triumph, Spitfire GT6 |
| 6. Jaguar Touring, MK2-10 | 25. Sunbeam Tiger, Stock |
| 7. Jaguar XJ | 26. Sunbeam Tiger, Modified |
| 8. Lotus, Open | 27. Pre War Sports, Under 2 Liter |
| 9. Lotus, Closed | 28. Pre War Sports, Over 2 Liter |
| 10. MG, T Series | 29. Pre War Touring, Under 2 Liter |
| 11. MG A | 30. Pre War Touring, Over 2 Liter |
| 12. MG B, C Roadster | 31. Post War Sports, Under 2 Liter |
| 13. MG B, C GT | 32. Post War Sports, Over 2 Liter |
| 14. Midget, Sprite | 33. Post War Touring, Under 2 Liter |
| 15. Mini, MK 1, 2 | 34. Post War Touring, Over 2 Liter |
| 16. Mini, MK 3 | 35. Special Interest, BMW Isotta, Nash Met, etc. |
| 17. Morgan, Post War | 36. Special Display, Replicas, Running Chassis, U.V.S., etc. |
| 18. Competition, Post War | |
| 19. Rolls Royce, Post War | |

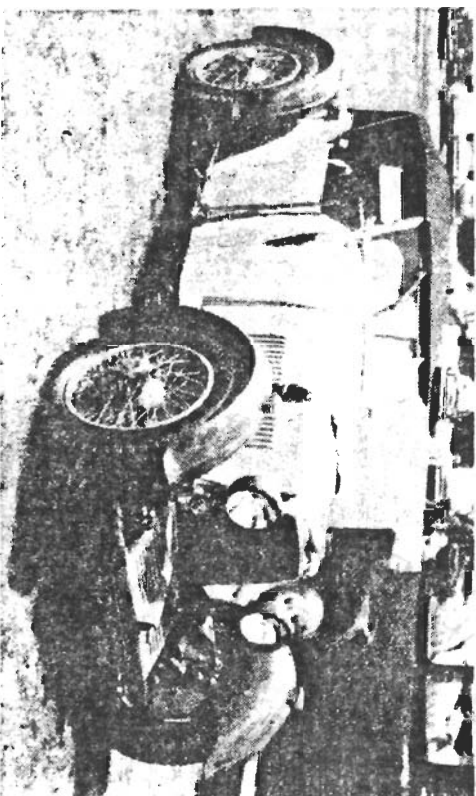
SPECIAL AWARDS

Best Debuting Restoration: This trophy is given to finest restored car which is making its debuting appearance at this event. This past year the award was won by Mr. C. Barnes with his beautiful MG TD.

Cursest Car: This award is for the nearest (meaning curse) little car on the field. Basil Kallner with his 1934 Austin Seven "Nippy" roadster won the award in '86.

Best in Show: Need we say more? We're talking exotic stuff here and Dr. Rob Follows' 1928 Aston Martin seemed to fill everyone's appetite.

THE VANCOUVER ALL BRITISH FIELD MEET



We are happy to announce that the 1987 "Vancouver All British Field Meet" will be held on the weekend of May eighth and ninth. The Saturday display of cars will once again be held in the beautiful settings of the Van Dusen Botanical Gardens. Sunday will be driving tests and we are currently pursuing a slalom site.

Our first event held this past May third and fourth was quite a success with one hundred eighty-one entries. The field consisted of a good variety of makes including such rarities as Railton, Brough Superior, Singer Airline Coupe, Wolesley and Riley. Sixteen of the entries were pre-war including the beautiful 1928 Aston Martin, LMI of Dr. Robert Follows. This ex-factory team car with a very distinguished racing career, pictured above, took the overall peoples choice award.

We have moved the date to the eighth and ninth so as not to conflict with several other events in the Pacific Northwest and of course Expo 86 is now history. We look forward to a very interesting and enjoyable 1987 event. Entry is open to all makes and vintages of British cars. Would you please inform your fellow enthusiasts and make this a listing on your schedule of events? Registration forms and further information will be available in January. Thank you.

The Olde British Car Society

Steve Diggins (Head Instigator) - 291-7074

Doug Lupton (Co-Instigator) - 437-8887



THE VINTAGE RACING CLUB OF BRITISH COLUMBIA

and

THE DEERS LEAP VINTAGE MOTORCYCLE
ROAD RACING PRESERVATION SOCIETY

Presents



*It's time to
start thinking about....*

THE ~~6~~⁷~~TH~~ ANNUAL
HISTORIC RACING WEEKEND



~~JULY 12-13~~

*18th - 19th
1987*

WESTWOOD

YES.... it's still there!

For further information call:

Cars: Robert Follows
Lorrie Hunt

(604) 926 3338
591 3025

Motorcycles: Wayne Ingram
Ian Watson

(604) 929 4834
734 7476

Class _____

Number _____

Entry Form

CARS Entry Fee \$100 (\$75 U.S.) Late Entry \$125

Entries must be received by June 16th, 1987

This enables us to include you in the programme.

Photos are required of all cars not previously raced at our meeting.

MOTORCYCLES Entry Fee \$45

Pre-entry suggested for programme inclusion.

Full refund if notification given prior to the event.

Entry includes a plaque, poster, programme and 2 admissions.

Entrant _____	Driver _____
Address _____	Address _____
City _____ Prov/St. _____ PC/Zip _____	City _____ Prov/St. _____ PC/Zip _____
Phone <u>A/C</u> _____ <u>A/C</u> _____	Phone <u>A/C</u> _____ <u>A/C</u> _____
<small>Business Residence</small>	<small>Business Residence</small>
Have you competed in Vintage Races before _____ Competition History _____	
Have you ever held a competition license _____ Year _____ Organization _____	
Vehicle Information Year _____ Marque _____ Type _____ Style _____	
The following information for cars only:-	
Color _____	Engine No. _____
Chassis No. _____	Engine, year of manufacture _____
Tire size Front _____ Rear _____	No. Cyls. _____ Disp. cc _____
Car History _____	
Racing Number desired (List three choices) (1) _____ (2) _____ (3) _____	

Mail to: THE REGISTRAR

vintage racing club

Box 23393, Vancouver, A.M.F.
British Columbia V7B 1W1

MOTORCYCLE ENTRIES TO:

Ian Watson,
2845 W. 13th Ave.,
Vancouver, B.C.
V6K 2T6

DON'T PINK WHATEVER YOU DO...



Graham Atkin, Director of Current Engineering, Lotus Cars joined the company back in 1967 and worked in liaison with Team Lotus initially on power units both in the factory and at race circuits. Here he explains the dangers of using incorrect fuels in countries where leaded and non-leaded fuels are available. Graham's comments came in reply to a query sent us by Mark Winston, American Editor of Lotus reMarque based in Maryland with which he sent an article that had appeared in a very well known American newspaper that should have known better.

Lead additives perform two functions:

- (1) Cheaply increase RON and MON octane ratings.
- (2) Allow seat lubrication for exhaust valves under severe conditions.

All Lotus engines, of whatever vintage, utilise aluminium cylinder heads, with separately inserted valve seats. Since the advent of unleaded gasoline, such seats have been formulated in such a way that exhaust valve/seat life is satisfactory even without lead additives, which are then really superfluous for the specific reason of seat preservation. It is likely that seat materials used for early engines could suffer fairly high rates of wear with unleaded gasoline; there would need to be a careful check on tappet clearances; even maybe a change, at some convenient time, to new valve seats of more modern material; and we would of course recommend this course of action.

Engines such as the majority of American ones, which have cast-iron cylinder heads, usually without the benefit of separate valve seats, are very much more at risk by using unleaded gasoline. Such heads generally suffer from fairly high rates of exhaust seat wear anyway, and can be expected to experience very high rates of wear with unleaded gasoline, especially under arduous conditions.

More important than the anti-wear characteristics of leaded fuel are the benefits of enhanced anti-knock (octane) ratings.

There are two ratings, RON and MON; RON refers to a standard test procedure identifying a fuel's propensity to low-speed detonation, which is usually audible if present, and generally causes little consequent damage, even if the noise is distressing.

Fuel is identified by the relevant octane rating eg, 89 octane actually signifies its RON number.

High-speed detonation, usually inaudible, is highly damaging to an engine, and rapidly leads through pre-ignition to spark plug or piston failure. The relationship of MON to RON is fairly consistent; it is known as the sensitivity rating and usually lies around 10 or 11, so that a commercially identified fuel of 89 octane (meaning RON) will have a high speed (MON) rating of around 100. But a 96 MON fuel will have a MON rating of around 106-107, and this factor is critical with reference to arduous duty in a gasoline engine designed for high-octane fuels.

GASOLINE SPEC FOR EARLY LOTUS POWER UNITS

Lotus twin-cam units, and most 900-series engines, *except* for Federal units, were designed for 100 octane (twin-cam) or 97 octane (907 on) fuels. Oddly enough, the burn regime was satisfactory enough in the twin-cam that most engines tested were safely operating at around 96 octane, with standard compression ratios. 907's also operated happily with 96 octane, and Federal 907's were designed for 91 octane fuel. Irrespective of whether such fuel is lead-free or not, fuel octane ratings

(RON) of 96—and in reality, probably those of around 95 as well—are suitable for use in all Lotus engines in good condition, operating on as-designed compression ratios and with spot-on ignition timing at the relevant (high-speed) range.

Federal 907 units, on their 8.5:1 compression ratio, are obviously safe on any fuel from 91 RON or above, and will probably operate satisfactorily down to 89 RON, with the same caveats reference as-designed compression ratio and accurate ignition timing.

However, use of fuel ratings—irrespective of whether lead-free or not—below those numbers represents a risk, most certainly at high speed and at high load.

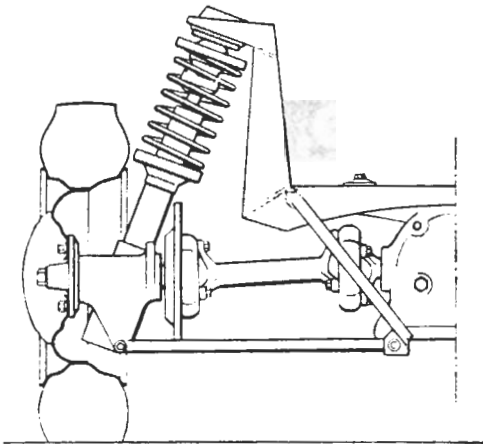
At low speeds and loads, the actual operating octane requirement is lower than at peak demand, and engines can therefore operate perfectly satisfactorily in this condition. Unfortunately, it is difficult to ascertain a description of load and speed conditions which equate to any given octane rating below the peak optimum, and I cannot imagine any manufacturer offering that advice.

Assuming that the relevant octane rating is for some reason unavailable, the next lowest rating *could* be used, and as a very general, positively *non-guaranteed* guide, if the engine displays no audible evidence (pinging, pinking) of low-speed, high load detonation, then it is probably reasonably safe to assume that the potentially damaging but inaudible-until-it's-too-late high speed detonation is absent as well.

If low speed detonation is evident, then progressive, but discreet retard of the whole ignition timing regime until the noise is no longer evident can be essayed, with the maintained assumption that high speed detonation is again being catered for. But beware! Retard alters the normal balance of the combustion process and more heat is passed to the engine, less to power; ensure therefore that coolant circuit is capable of accommodating *that* demand.

TECHNICAL TIPS

New member Gary Wood, who is now rebuilding his recently purchased Elan Sprint, is having some new rear springs wound, to a smaller diameter- These springs, of chrome silicon wire, will be the same length and have the same spring rate, but will be smaller, 3" outside/2½" inside diameter, as opposed to the original 4". If Gary gets just one set for himself made, they will cost \$85.00 each, but if five springs are made cost drops to \$50.00 each, and for 10 springs the cost drops further, to \$40.00 per spring. So, Gary would like other Elan owners in the group who might be interested in going in with him on a spring order to get in touch with him- 631-8585.



Cross section of Lotus Elan rear suspension.

Latest Word on the Formula One scene- Team Lotus is to be sponsored by Camel in 1987, and the cars will be yellow and blue. First race will be the Brazilian GP in Rio on April 12, which will be attended by club members Maury and John Montag (on assignment for Lotus Lines).

Evergreen Lotus
Terry A. Elmore
3010 132nd Avenue S.E.
Snohomish, Washington 98290



first class