



# Lotus Lines

JANUARY/FEBRUARY 1988

4TH YEAR OF THE CLUB...33RD YEAR OF THE MAKE

## Editor's Remarks

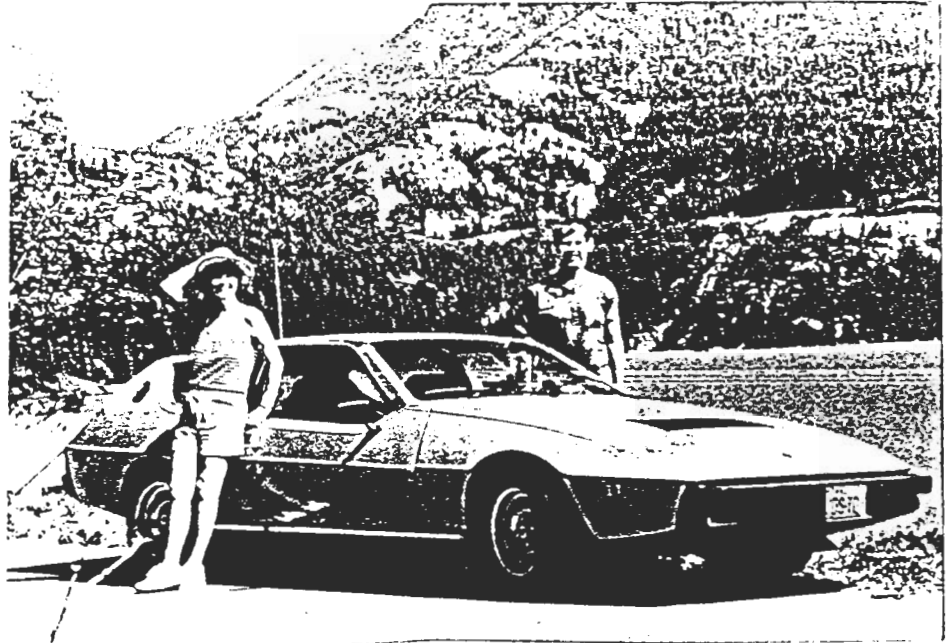
-Gary Wood

"1988 should be the year we get our Lotus projects on the road." Terry Elmore made that statement a few months ago. Well, it's 1988 and the Evergreen Lotus Car Club has definitely started rolling. We have a new chairman, officers and plenty of enthusiasm. All we need now is to get our projects on the road.

Did you miss the January meeting? It was a good one. Eight Lotus and 25+ people were present. John Daniels volunteered to be our new Club Chairman and "tour guide" (see photo). Nikki Daniels took on membership and dues. I volunteered to be Newsletter Editor. Terry Elmore will not disappear, but will assist with everything the club does. Terry will also build a Lotus garage, maybe host a meeting, and will get a car project or two "on the road".

From the turn-out of members and cars at the January meeting, I got the feeling that 1988 is going to be a very good year for the Evergreen Lotus Car Club.

*Note: If you have anything to submit for publication in Lotus Lines, mail it to Gary Wood, P.O. Box 1021, Everett WA, 98206-1021.*



Nikki Daniels, Membership Chair, and John Daniels, Club Chairman.

## CLUB MEET FEB 20

The February meeting will be held on the 20th at 12 noon in Steve Bator's shop (see map). This will be a good meeting to drive your Lotus to. Steve has room to park several cars inside for comfortable viewing and a better meeting atmosphere. Also, we are going to test-fit some Panasport alloy wheels on Steve's Elan S2. If you are thinking about alloys for your Elan, come and see if there are any problems.

Following is a tentative schedule of 1988 club meetings and hosts:

Feb 20...Steve Bator  
 March...Ocean Shores  
 Apr 16...Bob Morris  
 May 15...Noel Kieffer  
 Jun 19...Elmore picnic  
 Jul 16...Vashon Island  
 Aug 21...John Daniels  
 Sep 18...Noel Kieffer  
 October...?  
 November...?  
 Dec 4...Noel Kieffer

## Britain Invades Bellevue!

-Terry Elmore

The All-British Field Meet in Portland has become a fixture on the Evergreen Lotus calendar, and we have attended as a group, in varying numbers, since our group was formed. The high point certainly was in 1985 when Lotus was the honored marque, and over seventy Lotus participated in one or more days. More recently, the Vancouver All-British Meet will see its third year in 1988, and continues to grow and improve... see our first details of this year's meet elsewhere in this issue. Our group hasn't participated in any great numbers in this Meet yet, but I'm sure we will in the years to come.

There has been much discussion among the Seattle-area British marque clubs of the need for such an event in our area, and I am delighted to say that this year will see the first such event, to be held the weekend of June

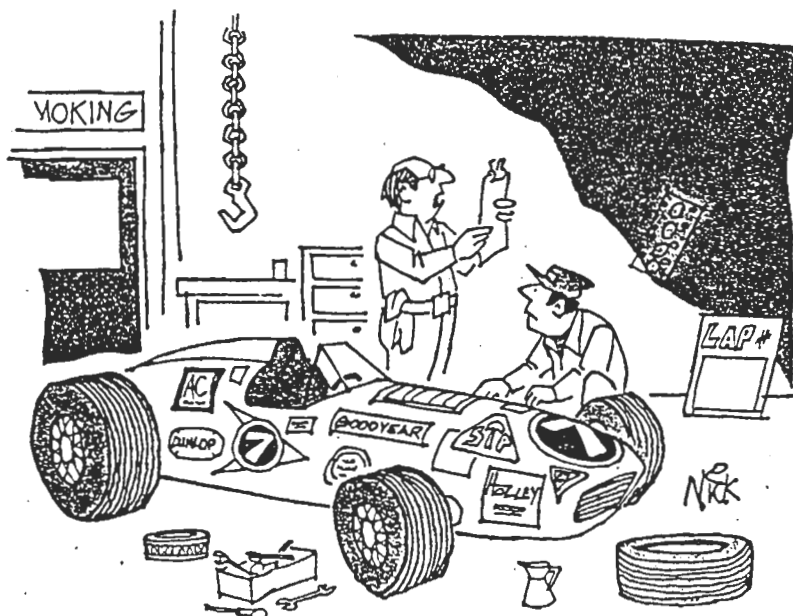
*Lotus Lines is getting a work-over as you can see, and with the new format or something like it there will be plenty of room for tech articles, reprints, comments, letters, drawings, and photos. Editor Gary Wood and Assistant Editor Randall Fehr welcome any and all your contributions.*

23-24. Rob Broderick, editor of the MG Car Club newsletter, deserves much of the credit as coordinator of this event in getting the ball rolling, but there are still a number of details yet to be worked out (one immediate question: what to call the event?), and the organizers are asking for feedback from the clubs most likely to participate. One proposal made, which I think is a great idea, is that a portion of a participant's entry fee (still to be determined) would be rebated to that member's club, thus making it most beneficial for us to really work on getting our members to enter and participate. The individual marques will be responsible for setting up their own classes for the car display, and can either have people's choice judging, or are welcome to have a more structured concours such as the MGs and Triumphs now do at Portland.

The organizers experienced great difficulty, as you can imagine, in trying to choose a weekend that would minimize conflicts with the marque clubs' events, some of which are scheduled quite a while in advance (unlike us), and for this reason most of the events for this inaugural Meet are planned for Saturday so that those with another event the same weekend can then attend that event on Sunday. The car display and concours will be held at Bellevue Community College on Saturday; on Sunday there will be a tie-in with the Seattle Mariners--Toronto Blue Jays game in the Kingdome, and concours winners from the Saturday judging will be on display...details on this still being worked on as well.

## OWN UP

Annual membership dues are now \$15, due at the first of the year. If you have yet to renew, do so at the next meet. Ask what the money goes for and start a lively discussion. If you won't attend, mail a check to Evergreen Lotus Car Club, c/o Nikki Daniels, Membership Chair, 11232 312th NE, Carnation WA, 98014.



"...remove Goodyear... peel off STP... unscrew Dunlop..."

## VANCOUVER ALL-BRIT MEET COMING UP

The 1988 Vancouver All British Field Meet will be held on May 14 at the Van Dusen Botanical Gardens. The event is in its third year and entries have increased from 180 the first year to 240 last year. Garden space will allow only 350 cars (ten each from 35 classes) so enter early if you plan to participate.

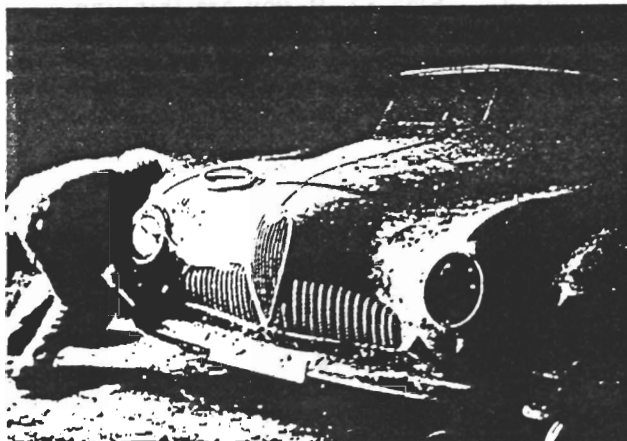
Two major awards are presented at the meet; "Overall People's Choice" and "Best Debuting Restoration", the latter instituted to encourage the completion and revelation of (multi-) winter projects.

Entry forms will be forwarded to the club in the next few weeks.

*The photographs below were taken from a piece in "Supercar Classics" of December 1987, continuing a reportage begun by Herbert Hesselmann in the Autumn '84 issue. Here is part of the text accompanying the snapshots.*

*"Sooner or later it had to happen. The anonymous French collector who hoarded more than four dozen fine classic cars, then let them slumber into rusting wrecks, has moved the machinery away from its old resting place to new, even more secret quarters.*

*"Worried that connoisseurs would discover their lair, he has taken the contents of the garages, sheds and barns attached to his house in a village about 60 miles southeast of Paris to a new haunt."*



## Sleeper Of The Month

Not all the desirable old crocks being bought and sold out there are beyond our means. Some are under a million dollars, cars you might even want to drive. This month's sleeper—Lotus Elan—is such a one. Under a million (maybe \$990,000 under, according to Lotus lover Steve Murphy), the Elan vividly illustrates that the hot performance so avidly sought back in the '60s was indeed available, *promoted*, if one was prepared to abandon Kangol cap, split-lens goggles, Pimm's Cups—you know, tradition. Few

of us were. Hence the scarcity of these little tykes that corner as if they're possessed and make us all look like the hero drivers we hope we were 20 years ago.

There was an abundance of nitpicking about the folding top, wind buffets, etc., in the Sept. '67 *Sports Car Graphic* road test of the Lotus Elan S/E. Forget all that, drive top-down during clement weather, and drive something with tin overhead when it rains. Forget the hard-top Elan altogether. It's for sissies.

Four-wheel independent suspension,

115 hp at 6000 rpm from 1.6-liter DOHC, fadeless, assisted disc braking, and 0-60 in 8 sec all sound quite modern. Curb weight: 1500 lb (13 lb/hp), wheelbase 84, front/rear track 47/52, height 46, width 56, length 145 (all inches) sound *better* than modern. So does the *Sports Car Graphic* summation: "there just isn't any car that will wait around corners and over hill and dale with the effortless control..."

If you're lucky, you might be able to find a nice one for around \$10,000.

### An Anecdote

Word has it that one of our members rides I520 home from work with a buddy who chuckles and snickers condescendingly at this member's exclamations, coos, derision and dramatic gesturing at various automobiles spotted on the roads. The member tried for weeks but could not awaken in his buddy an interest in motoring gear, much less sympathy for an enthusiasm.

When this member had all but given up, and opened en route some obscure Limey car mag he was carrying around in his back pocket, his buddy could only shake his head in pity.

"Man, I can't believe you," he was reported to have lamented. "You're nuts or somethin'."

Our member retorted, "What's your peeve, old boy? Ya don't unnerstand?"

The buddy took his eyes from the road and glanced at our enthusiast, displaying a knowing grin. "Listen to me Mr Grease..." He sighed a sigh of resignation, and after a pause, began...

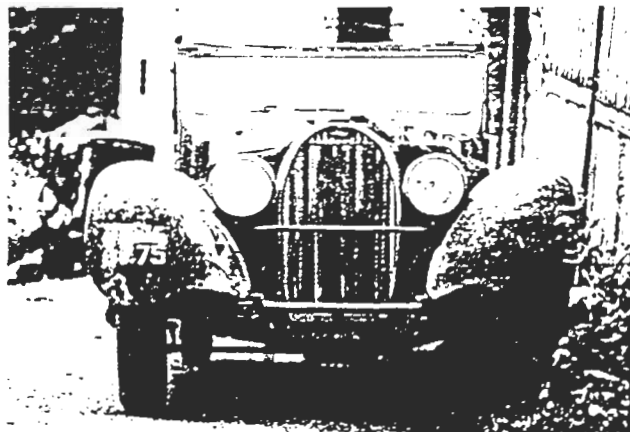
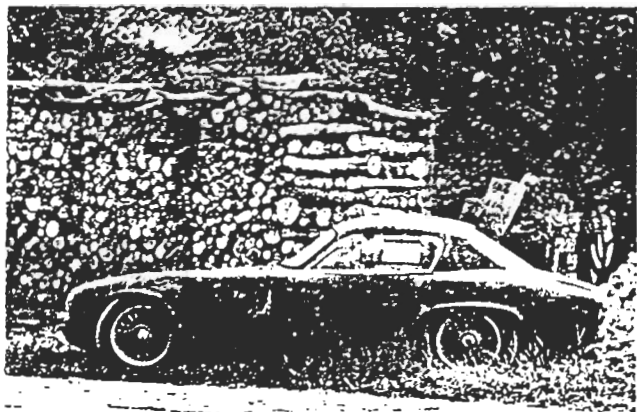
"The first car I remember was my Dad's Reilly. And the Minor, the Morris Minor. I grew up in that car. Then he got a Mini. I bought it from him and learned to drive in that Mini. I took my driver's test in the thing, and it broke down doing parallel park for the examiner. Lessee...then the Renault Dauphine, and a Sunbeam Alpine, a couple of MG 1100s, a '61 Buick station wagon, gold. Then some Fiats - an 850 Coupe. That was our "family car" for weekend trips. Then a Multipla, another Fiat. I'm forgettin most of them...we were in Cleveland. Dad just wouldn't quit with them cars. He's had so many I like cant remem...Oh and a VW camper, Mom's victory, and now they like

German cars - they appreciate cars that work. Dad finally learned. They've had four Scirocco's last time I checked. I bought this Opel from my brother and I'm just gonna run it out. Its got 257k on it, leaks gas, the radio's stuck on 580AM, the shifter came out in my hand last week and I did the whole bridge in second. But it does me."

Our member was beginning to understand. "Yeah, I guess I can see where you've been. You've been packed into so many rusty heaps you wouldn't care if you never smelled Liquid Wrench again. But, tell me. Your Pa had all those Brits and never a Lotus?"

"Oh, no, never. But my brother, he had an Elan or two. Let me drive one once. You couldn't get out of second just in the neighborhood it wants to go so bad...that car is amazing...unbelievable, man."

Our member calls it a compliment.



Treasures in the trove include special-bodied Alfa (top left), M46 Bentley (top right), Lotus Elite (above left) and Bugatti (above right)

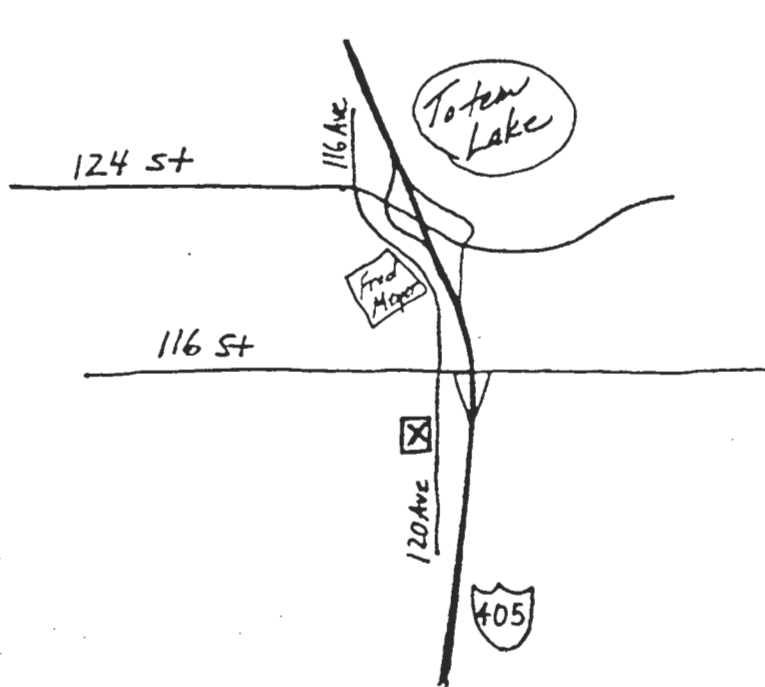
Club meeting Saturday  
February 20, 12 noon. Hosted by  
Steve Bator at his shop "Sunmark",  
11435 120th Ave NE, Kirkland.

**From south:**

Take 405, exit 20A/ 116th and  
turn left, go under freeway, take  
left onto 120th.

**From north:**

Take 405, exit 20B/ 124th (at  
Totem Lake) and turn right, then  
turn left (south) on 116th Ave and  
follow it until it becomes 120th.



## NEW MEMBERS

Bobbie and Noel Kieffer  
*'74 Europa Special 5sp*  
Stewart DeLaHunt  
*Europa S2*  
Craig Schuck  
*Esprit*

## EVERGREEN LOTUS CAR CLUB

John Daniels, Chairman  
11232 312th NE  
Carnation, WA 98014

## FIRST CLASS MAIL



This publication rated L for Lotus enthusiasts.