



Lotus Lines

JULY/AUGUST 1988 4TH YEAR OF THE CLUB.....37TH YEAR OF THE MAKE

EDITOR'S NOTE

-Gary Wood

Problems, Problems, Problems. I purchased a radio the other day for the Elan.

I know, there's going to be engine noise. No problem! Someone is going to steal the darn thing. No problem, it was a cheapie anyway. The problem is what kind of music goes best with a Lotus.

Actually, since my car is still in the project stage, I have had to rely on my daydreams for the answer. Now I'm not a Country, or a New Wave, or Easy Listening. I'm General Purpose with a bias toward 50's and 60's Rock N Roll.

I guess that puts me out of the age closet, but matches me with the Elan generation.

I can't imagine Country music in a Lotus. I love Reba McEntire and enjoy her music. I even have several of her tapes. Country is for 4X4's, utility trailers, and drinkin beer. I can't imagine Country music in a Lotus.

Cindy Lauper? I wouldn't let her or her music ride in my Lotus. Elevator music in a Lotus? No way.

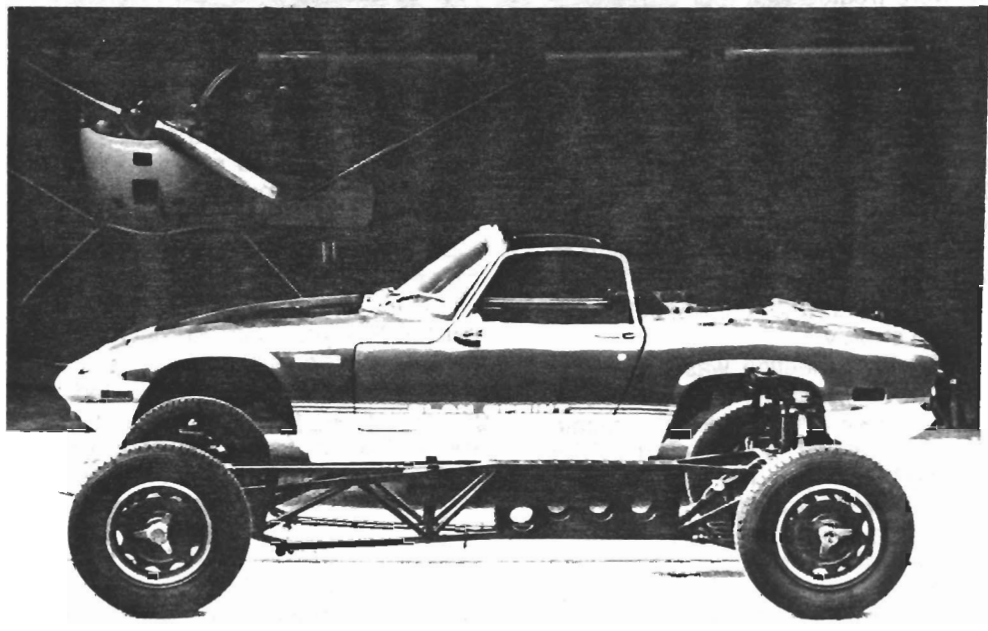
The bias wins again. Beatles, Stones, Dave Clark Five, that stuff seems like it would fit.

What kind of music goes best in your Lotus?

WELCOME TO NEW MEMBER

Charles Watkins, Series II Esprit. Charles is looking for recommendations on experienced Lotus body repairmen. Please contact him at: 1214 Spur St. Aberdeen, WA 98520.

For Sale: Turbo Esprit, around \$88,000, see at Platis sales in Bellevue.



Elan Sprint and spaceframe chassis as maintained by Gary Wood.

SUMMER EVENTS

- July 23
Vashon Tour - see article.
- July 23, 24
Canadian Vintage Races (this is a date change).
- August 10
Technical discussion by Graham Arnold and Pat Thomas. 7:00 at Bruce Patricks' residence (Vancouver BC). Cost is \$25. 604-224-6354.
- August 20
Evergreen Lotus Car Club annual picnic hosted by Terry and Lezlee Elmore at their home. Time: All Day. Events: Lotus, food, country drive. Bring some eats if you like. (See map.)
- August 27
Seattle All British Tour hosted by the Tyee Triumph Club. Call 206-767-4442 for information.
- September 3,4
All British Field Meet, Portland.

VASHON TOUR 23 July

Directions: Take Spokane Street exit off I-5 to West Seattle Bridge.

Cross the bridge and take the Admiral Way exit. Admiral Way climbs a hill and as you get to the top there is a scenic overview of Elliott Bay and downtown Seattle. We'll meet here.

We will try to make the 10:30am Fauntleroy Ferry (Summer tourist backups allowing) so we must leave the meeting point at 10:00am sharp. The Larsons will be taking a 9:00 ferry from the Island to meet you and will probably show at the overview around 9:30. If you will arrive late, follow the West Seattle Bridge into West Seattle, where it becomes Fauntleroy Way and stay on that road straight to the ferry dock. There will be signs to the dock.

If you are very late, meet us for lunch on Vashon at Point Robinson Park (stop by any real estate office on the island for directions).

CHAIRMAN'S REPORT

-John Daniels

To all of you who missed our last two meetings I offer my condolences. Both meetings were interesting in their own ways.

The April meeting was hosted by Bob Morris at his Bainbridge home. We were treated to a tour of his well-kept and well-equipped shop and garage and viewed his Lotus collection. Bob is extremely well-informed on all things mechanical and technical about Lotus and the meeting became a listen-and-learn time for many of us. Business discussed at the meeting was primarily about upcoming events and what to charge for advertising in *Lotus Lines*. As usual no conclusions were reached and the meeting adjourned shortly.

The May meeting was hosted by Gary and Sandy Wood at Jordan Trails, Swinging Bridge picnic grounds. Several of us toured to the meeting in two legs. The first leg of the tour met in Redmond and of course left right on time. It was a typical Lotus tour consisting of an Elite, a TVR, and a Super 7. We were joined briefly at Redmond by Steve Bator with his Elan but as he hasn't put in a rumble seat for Bradley yet he didn't joint us on our tour. We toured to Terry's home by way of secondary roads where we joined with a Volkswagen and an Esprit in the second leg. This leg consisted of backroads for a long distance to the Swinging Bridge over the Stilly where we had a wonderful time with 80 degree weather. Oh yes we did manage to fit in a brief meeting.

We will be accepting ads for *Lotus Lines* as of next issue. The rates are:

Member's small personal ads free; 1/2 page or smaller commercial ads \$10; members' full page or outsiders commercial \$15.

All ads will run for three issues. Ads may be placed by sending them with a check to the address on the back cover.

I am afraid that the British car meet scheduled for July 23rd at the Dehaviland winery is once more in doubt as the winery has gone bankrupt and closed. On the other hand, the meet at Portland over Labor Day weekend is alive and well. Every year I have attended has been a lot of fun. I hope we can have a large Lotus-owner turnout again this year.

Since the Mini is the honored marque this year, Jim Kerbach, as a member of the Mini club as well as Evergreen Lotus, has suggested a group convergence on Portland. He would like to have the Mini Club caravan with us and stay at the Delta. We should start planning now to attend as a group. I would like to see us go in a caravan if possible and definitely all stay at the same hotel. As soon as you can confirm that you are going, please contact Nikki at 788-2729, and she will arrange for a block of rooms. Besides the meet itself, I hope we can have our second annual Banquet at Sylvia's and perhaps go to the Malibu speedway again.

As usual I have come across what seems to be a good buy of a used Lotus that I would like to pass on: an all-original Elan S2, stored for ten years now. Good motor, bad hydraulics, \$3750. Bob Crow 713-483-2350, days.

LOTUS FANTASY

-Gary Wood

My wife is on the right driving the Super 7. I'm in the left seat simply enjoying the ride, when she pulls up next to a Corvette stopped at the light. She looks up through her favorite pair of World War I fighter pilot goggles, puts her hand on my leg, and asks the Vette driver, "Ever had a four banger?" Lotus grins broaden.

FIRST TIMES

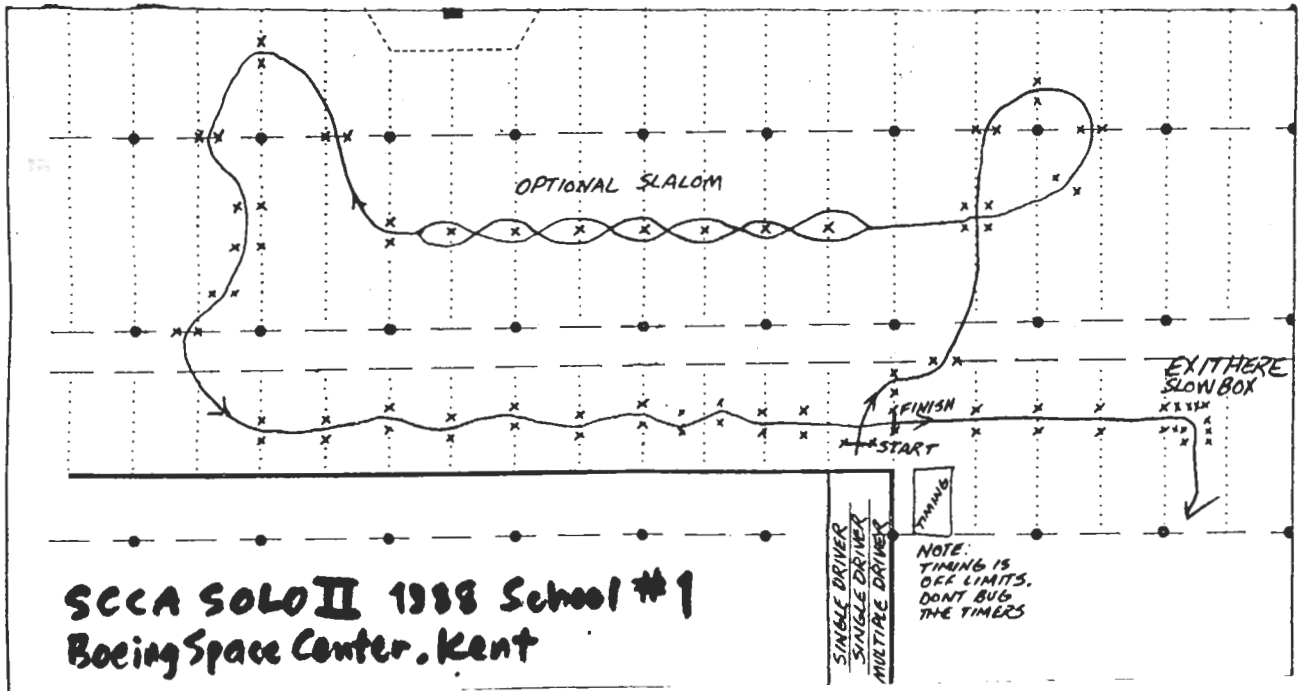
-Gary Wood

1956 - Cox .049, rubber winged trainer, and I'm in the center of the circle. My dad makes the final needle valve adjustment and away it goes. One, two, three full times around before the crash. I did it! I did it!

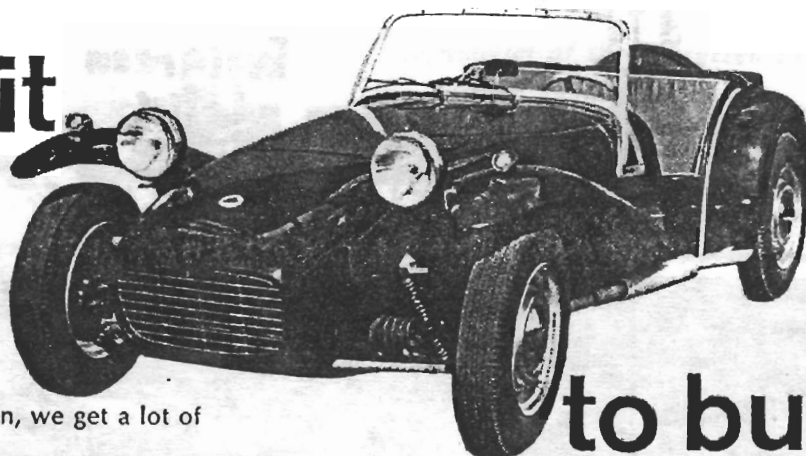
1964 - Grey Austin mini, green racing stripe down the drivers side, and it is friday night cruisin. Not many people know what these little cars can do. I pull in behind the hamburger stand to see if I know anyone. Suddenly four jocks lift the rear of the car off the ground. Should I use reverse?? Naw! I Just sprayed their kneecaps with gravel and headed for my favorite winding twolane.

1972 - Beechcraft A-23. I had just pulled off the runway and stopped the plane. My instructor opened the door and said "Not bad. Take it around again". "By myself"? "Yea! You're ready". Whew! I did it again!

1986 - Blue over white Lotus Elan Sprint, For Sale, and I'm test driving it. Wow, the guy took my offer. Ya Hoo!
WHAT'S NEXT?



How to get the kit



to build your own LOTUS 7.

Every time we advertise the Lotus Elan, we get a lot of letters.

A surprisingly large percentage of them ask about a car we don't advertise: the Lotus 7.

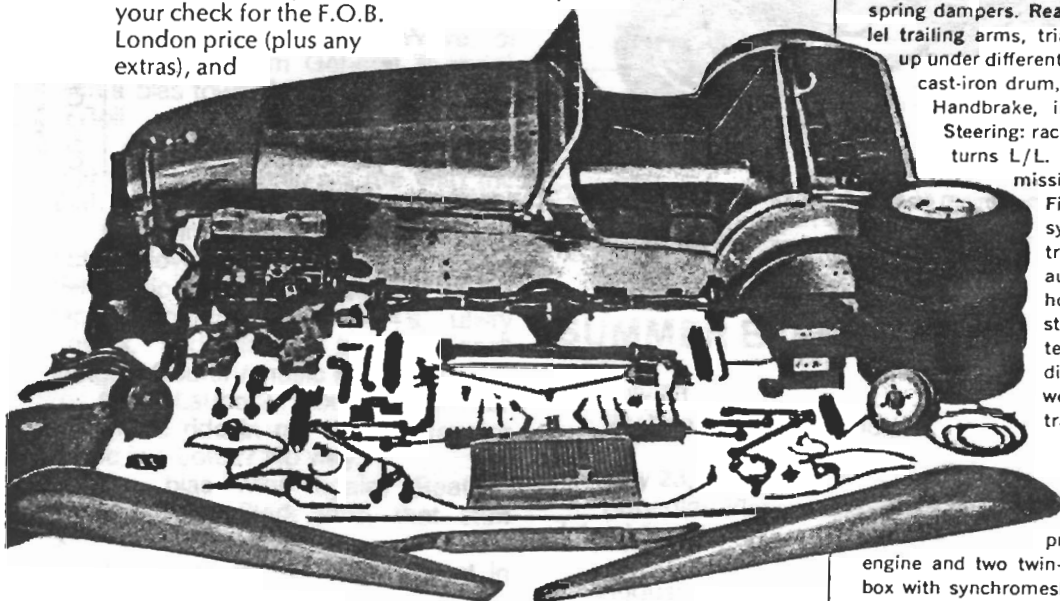
Perhaps the reason is that anybody who's seen the 7 can't forget it.

It's a good-looking car. Almost in the classic tradition.

Practically everybody who asks about the 7 wants to know how to go about getting one in kit form, the way they're generally sold in England.

This is to let everybody know that, yes, you can get a kit here. Very easily. Just fill out the coupon below, attach your check for the F.O.B.

London price (plus any extras), and



LOTUS STANDARD 7: Chassis: spaceframe with stress-bearing aluminum propeller-shaft tunnel and floor. Bodywork: glass fiber nose cowl and wings, aluminum body panels, soft top. Front suspension: independent wishbones, anti-roll bar, coil-spring dampers. Rear suspension: proprietary axle with parallel trailing arms, triangulated "A"-bracket with apex picking up under differential, coil-spring dampers. Brakes: hydraulic cast-iron drum, 7" x 1 1/4" in rear and 8" x 1 1/4" in front. Handbrake, independent mechanical, operating rear. Steering: rack and pinion, straight steering column, 2 1/2 turns L/L. Fuel: 5 1/2 gal., mechanical pump. Transmission: hydraulic 7 1/4" single dry-plate clutch. Final drive: 4.5:1 hypoid bevel. Electrical system: 12V. Coil and distributor with centrifugal advance and retard. Generator with automatic voltage control. High-frequency horn. Instrument lights. Electric wipers. Instruments: speedometer, oil pressure, water temperature, ammeter. Wheels: 5 steel discs with 520 x 13 tires. Dimensions and weight: wheelbase 7' 4", front and rear track 3' 11", length 12' 0", height to scuttle 2' 4", width 4' 8", ground clear 6 1/2", weight 950 lb. With 105E 997 c.c. Ford engine and twin S.U. carbs, \$1,987.66, F.O.B. London. **SUPER 7:** New Cosworth prepared Ford 109E 1340 c.c. main-bearing

engine and two twin-choke Weber carburetors, 4-speed gearbox with synchromesh on all forward ratios, 4:1:1 final drive, Girling 9 1/2" disc brakes fitted in front, tachometer, electric radiator fan, wood-rim steering wheel, flared front fenders, \$2,333.00, F.O.B. London. **EXTRAS:** Competition package of close-ratio gears installed and five Dunlop R6 racing tires \$285, heater \$75, and tonneau cover \$35. **P.O.E. NEW YORK CHARGES:** Transportation and insurance (approximately \$100), combined duty and excise tax (approximately 16 1/2% of overseas purchase price) and minor brokerage charges. Freight charges from P.O.E. are C.O.D. Delivery about 60 days. **IF WE ASSEMBLE AND PAINT,** that's \$250.

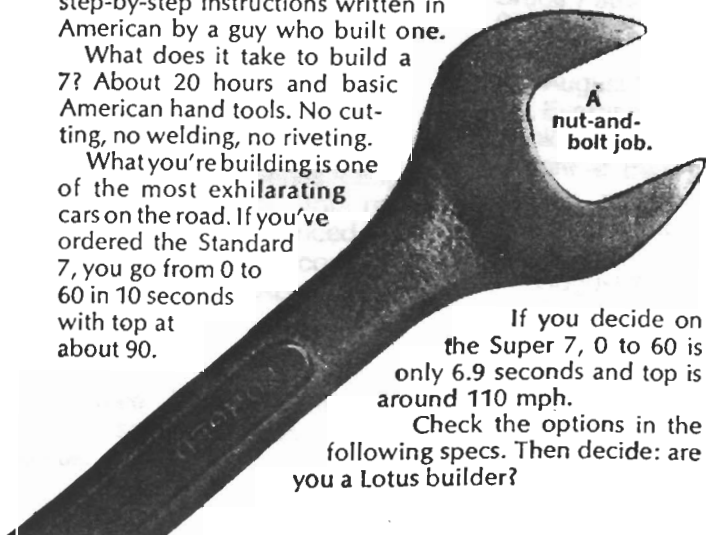
when the car arrives send another check for the charges at P.O.E. New York. You'll get a big box with all the parts. And step-by-step instructions written in American by a guy who built one.

What does it take to build a 7? About 20 hours and basic American hand tools. No cutting, no welding, no riveting.

What you're building is one of the most exhilarating cars on the road. If you've ordered the Standard 7, you go from 0 to 60 in 10 seconds with top at about 90.

If you decide on the Super 7, 0 to 60 is only 6.9 seconds and top is around 110 mph.

Check the options in the following specs. Then decide: are you a Lotus builder?



LOTUS/NEW YORK 342 Madison Avenue, New York, N.Y.

Please order the following for me from Lotus, England:

- Lotus Standard 7 kit @ \$1,987.66, F.O.B. London
- Lotus Super 7 kit @ \$2,333.00, F.O.B. London
- Tonneau cover \$35
- Competition package \$285
- Heater \$75
- Assembly/Paint \$250

My check for the total of _____ ordered above is enclosed.

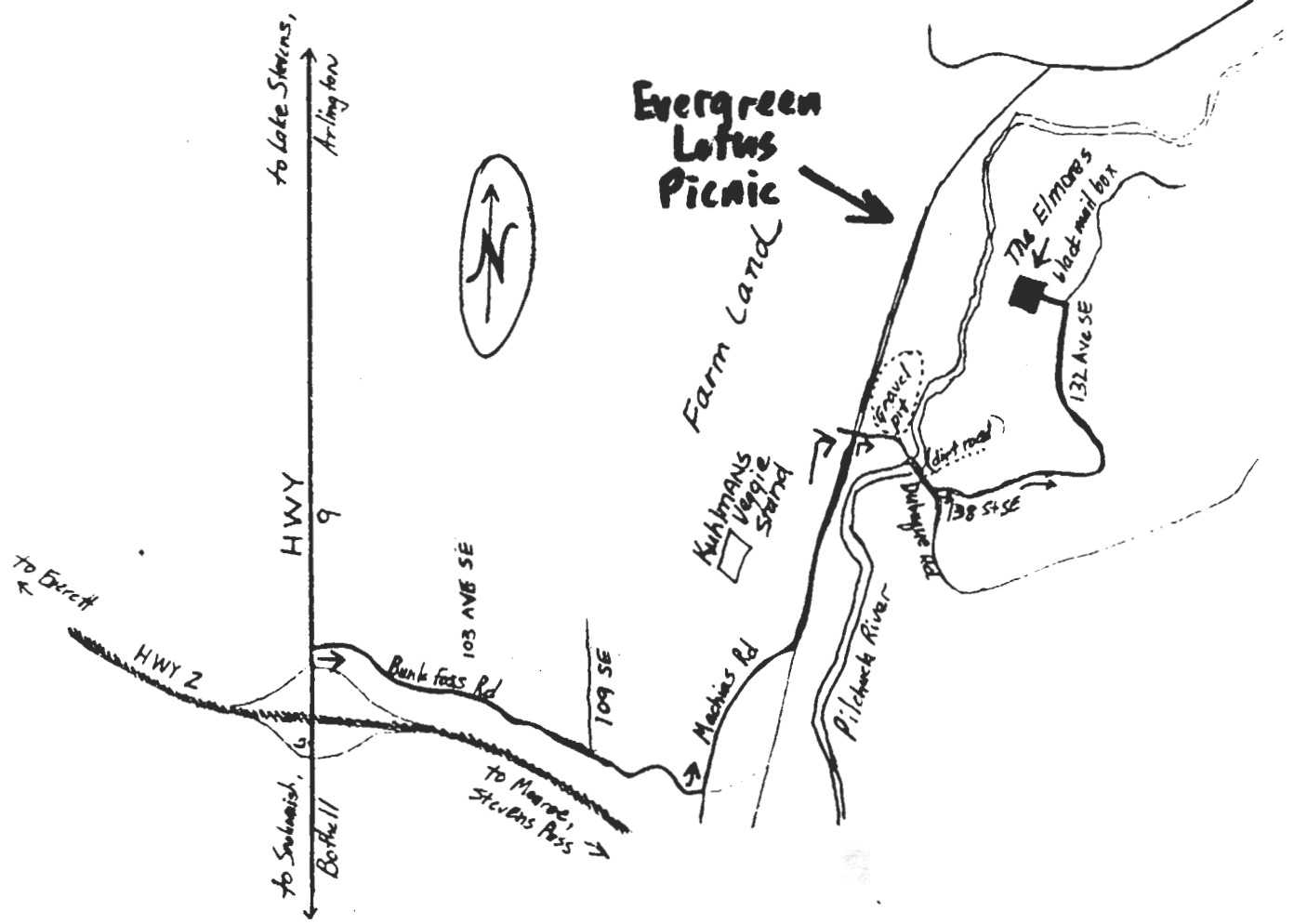
On arrival at P.O.E., New York, I agree to pay transportation, insurance, duty, excise tax, and brokerage charges.

NAME _____

STREET _____

CITY _____ STATE _____

If a minor, authorization from parent or guardian must be enclosed.



EVERGREEN LOTUS CAR CLUB
 John Daniels, Chairman
 11232 312th NE
 Carnation, WA 98014 USA

FIRST CLASS MAIL

CLUB OFFICERS: John Daniels, Chair, 788-2729; Nikki Daniels, Membership, 788-2729; Gary Wood, Newsletter, 435-6108; Terry Elmore, Club Liaison, 334-5768.