



# Lotus Lines

MARCH/APRIL 1988 4TH YEAR OF THE CLUB.....36TH YEAR OF THE MAKE

## EDITOR'S REMARKS

-Gary Wood

Smiling? Sure I'm smiling! I have yet to recover from the demonstration drive I took in Tom McGrath's Cosworth BDA-powered Donker voort Eight. Actually the smiles started when I noticed I was following the real Donker voort on the way to the February meeting. After the meeting, Tom let Terry Elmore and yours truly take a test drive. WOW. Thanks, Tom.

Speaking of the February meeting, five Elans, a Seven, a late Elite, one Europa, and a Turbo Esprit also showed. Plenty of running Lotus to view. Entertainment was provided by Brian Ament from Steve Bator's shop. Brian talked about the shape of our seats, car seats that is. Basic construction, rebuilding, recovering and modifications were covered. See what you missed by not attending?

In this issue of the newsletter a fairly extensive calendar of events. You may want to save this one for future reference. Also included is a review of the Gunze Sangyo scale model of the Elan S3, a letter from the club chairman, and many other goodies.

Read on.

*This issue of Lotus Lines appears sooner than expected to catch up with cover dates. The intent is to produce an issue before the club meeting every other month, in the first of the two-month cover date. Ergo next issue should appear mid-May.*



OUR PHOTO FEATURE

Want one of these? This Lotus-Cortina is for sale. Look up Rich Jacobson at 502 Lore Lake Road, Kalispell MT 59901. Or try him at work, 406-257-2431, or at fireside, 406-755-0716.

## CHAIRMAN'S REPORT

-John Daniels

Well it's a new Lotus season and I'm new at being a chairman so it should be interesting. The January and February meetings were very encouraging with large turnouts of both people and running Lotus, or is it Lotie, or Lotuses. Both of these meetings were held in large, heated, well-kept shops. I find this type of location outstanding for a car club. We need to hear from some southend members and hold some meetings in your part of Lotus Land. If you can host a meeting please contact myself or Nikki at 788-2729.

Our March meeting will be held on Saturday afternoon the 19th at Ocean Shores. This will be our first ever Ocean viewing, beachcombing, beachwalking, clam digging, and kite flying meeting. We arranged for lodging for six couples at the Polynesian Resort (all have been spoken for), and will hold the meeting at 5:00pm in the room. It will be a

short meeting and then we will spend the rest of the time in pursuit of fun. Our room will have a kitchen and we will be eating in. All are invited to bring their own food and share the kitchen. The Polynesian Resort Hotel is easy to find. It is about a quarter mile south of the main ocean access in Ocean shores. It's still not too late to come to the meeting in March. Either call Steve Bator at 823-9184 or just show up at Ocean Shores after noon on the 19th. You may have trouble getting a room this late but you could always go back to Aberdeen for the night. If you want to try the Polynesian call 1-800-562-4836. If anyone wants to tour down to Ocean Shores they should meet at the Fife Denny's at 10:00am the 19th. Departure time will be exactly 10:30. Steve and Pam Bator will be acting tour directors since Nikki and I will stop at Ocean Shores on our way back from California.

April ninth the MG Car Club will host a Tulip and Daffodill Tour and Rally in Mount Vernon. This could be a fun event if we can show up with a few Lotus. For more information please

contact Terry Elmore, club liason officer.

If you have not yet sent your dues in please do so now. The dues are primarily used to produce this newsletter. As costs are going up we may need to make this the last free copy to non-paying persons. (See notice in this issue. -Ed.)

Last meeting I was pleasantly surprised to find out that Steve Bator's shop also does upholstery work. It made me start to wonder how many other members offer services that we club members need to purchase. If possible we should support fellow club members. Let us know if you have a service to offer.

## THIRD ANNUAL WEST COAST LOTUS MEET

-Dan Griffin/Lotus West  
and Kiyoshi Hamai/Golden Gate  
Lotus Club

It is time for the third West Coast Lotus Meet - it's hip, it's swell, it's rad, it's cool, it's bitchin', it's the place to be the weekend of April 22 - 24, and it's in Santa Barbara California.

All Lotus enthusiasts around the world are invited to attend this Lotus-nut "orgy" (only in California...). This year's WCLM will be better than ever.

A synopsis: the scheduled events include an informal reception at Dave Bean Engineering, an early morning stretch rallye, an autocross, a wine tour, a formal banquet and evening of entertainment, a Sunday brunch and an informal concours (see tentative schedule below). The WCLM will be headquartered at the Miramar Hotel, just south of Santa Barbara. The Miramar fronts the Pacific and has its own private beach. Rooms are available that directly face the ocean. All reservations must be made individually by contacting Miramar directly. (See details below.) You'll need to reserve a room *and* send in the separate WCLM Registration included in this issue.

The Miramar is a complex of 200 rooms in 50 buildings on 15 acres fronting the Pacific. It is 3 miles south of Santa Barbara, 90 from Los Angeles, and 380 from San Francisco. The banquet and brunch will be served near the rooms, and parking will be in an adjacent lot. A total of 67 rooms have been reserved, 47 of which are poolside at \$65, 10 are

nearby Lanai rooms at \$75 each, and 10 are ocean-front (*really*) at \$105. Reservation is first come, first served so contact Miramar early to secure your preference. You may call them at 805-969-2203 or write the Miramar Resort-Hotel, PO Box M, Santa Barbara, CA 93102. *Be certain to state that your reservation is for the West Coast Lotus Meet.* The Meet co-sponsors cannot help if rooms are sold out, as we have deliberately stepped out of the room reservation procedures to avoid the consequent financial risks.

Meet Registration is by form as supplied in this issue. Complete and return it to one of the representatives indicated at the bottom. Enclose a check with the form or your registration cannot be honored (the cash is needed to get things rolling). Lotus West and Golden Gate Lotus have agreed that this is to be a non-profit (break-even please) affair. The fees of \$15 per person or \$20 The Whole Family include the concours and a custom-designed pin (one per entry, additional pins \$5) which has been a highlight in previous years. We think this is a good deal for so much fun, but the fee does not cover the autocross. Also please note that you are asked to volunteer help at the Meet. Your assistance will be greatly appreciated, and you will have a better chance to meet more Lotus-people.

The Autocross (Slalom to Southern Californians) will be the first such event at WCLM. We want every possible car and driver (especially beginners) to participate. Those not familiar with autocross may be fidgety at the idea: "A race? Me?" It may be simpler than you think. If your car can be driven to Santa Barbara it most likely is up for autocross. The course will be set up in a parking lot with orange safety pylons and chalk lines, and speeds will be kept under 45mph. The idea is to really enjoy your car and get some handling experience that is difficult to gain on public streets and roads. You (and your optional passenger) will be required to wear a seat belt and helmet meeting Z90 specs while on the course. (Loaner helmets are in short supply - bring one if you can.) A technical inspection will be carried out on all participating cars, which is in effect a safety check for serious mechanical problems such as major oil leaks, loose wheel bearings, inoperable seat belts, etc. There will

be plenty of experienced autocrossers ready to instruct and help those in need.

As always at this type of event you will have opportunities to see Lotuses in various states of preparation and witness a variety of driving techniques. And of course there will be stories told, some believable... See the Autocross schedule below.

### Friday 22

6pm until ?

Reception, Dave  
Bean Engineering.

### Saturday 23

8am to noon

Registration.  
Ralleye (optional).

9:30am

Autocross tech.

10am to 4pm

Autocross.

1pm to 5pm

Wine tour.

7:30pm

Banquet

### Sunday 24

Morning

Concours preparation.

9am Brunch.

10am Concours.

Noon Concours awards.

Note: Schedule subject to change.

## Alfa Track Day Invitation

-Carol Gulan, NW Alfa Romeo Club

The Northwest Alfa Romeo Club would like to invite Evergreen Lotus Club members to join us at Seattle International Raceway on Saturday, April 9 for our second annual driver's training and open practice. We will also have a drivers' seminar on the Tuesday before the event. A copy of the registration form is enclosed for you in this issue of *Lotus Lines*.

The NWARC will hold another invitational event on the evening of Wednesday, June 8, and you will have official notification when plans are finalized.

## Acronymous Shop Talk

-Gary Wood

"O C D E D B T cars."

"M R Lotus cars."

"O, I C."

"S. C D FHC, DHC & 7-S2."

"M R Lotus 2?"

"S. JPS TC & a +2."

"OK."

## BC Vintage Racing Club HISTORIC RACING WEEKEND

The Vintage Racing Club of BC and the Deers Leap Vintage Motorcycle Road Racing Preservation Society are collaborating to present the only race meeting on the West Coast to combine historic cars and classic motorcycles. The event will be held at the Westwood Motor Racing Circuit, Vancouver, in the foothills of BC's Coastal Range, the weekend of July 23 and 24.

The event is sanctioned by the CASC, the Canadian national sanctioning body, and is run to their vintage rules and those of the Vintage Racing Club of B.C. Motorcycle eligibility conforms to the rules of Vintage Sprintage. Canadian car entrants are required to have a CASC Racing License, and US car entrants need either a US Racing License or evidence of proficiency from the club with which you race. Cars are required to conform to the external body contour as originally raced and no street tires with a profile of less than 70 series will be allowed. This year there will be non-competitive track events for pre-war sports cars.

Entrants are requested to register early, and deadline is 27 June.

For information and applications for car entries contact Robert Follows, 604-926-3338 or Lorrie Hunt, 604-591-3025. With motorcycles contact Wayne Ingram, 604-929-4834 or Ian Watson, 604-734-7476.

## MORE ACTION

Meet at Shay's Restaurant, I-5 exit 189 at 9:30am April 9 for a run with the MG Club to Deception Pass State Park in the Sixth Annual LaConner Tulip Run. Registration is \$7 at the run, or \$5 pre-registered with Ken Bottine, 883-9615.

The Seattle All-British Meet will be April 23. Basically an all-day car show. \$15 fee, contact Rob Broderick, 881-2438.

**Newsletter Swap Meet** here in these pages - if you gots spare parts, extra stuff, tradin stock, or needs same, send yer lists to us here at *Lotus Lines* and by golly we might jus publish, thats print, all it in the News-letter. Yer man o lists is Mr. Gar-ee Wood, PO Box 1021, Everett WA 98203-1021.

## CLUB LOTUS CALL FOR ARTICLES

Graham Arnold's Club Lotus in Norfolk is planning an issue of *Lotus News* featuring the care and running of Lotus in North America. They are interested in articles, anecdotes, photos, comments on problems with British suppliers, and the current reputation Lotus enjoys or suffers in the New World.

They are at P.O. Box No.8, Dereham, Norfolk, NR19 1TF England

## IRDC DRIVING SCHOOL

The International Race Drivers Club has announced registration for this seasons' series of competition and high-performance driving classes. The first weekend will be March 18 and 19, held at SIR. The course includes classroom preparation, a full day of hands-on driving on SIR, and the chance to acquire an ICSCC Novice Racing License. Fees are \$85.

Contact Walt or Vicki Julian at 852-4500 days or 630-0242 until 9pm, or Bob Merrell at 946-0063.

**Never ignore** a suspension squeak in a Lotus. A squeak in a bushing-ed suspension could be caused by a binding bushing. This could result in a broken suspension an you guess the rest.

*Review*

### ELAN S3 MODEL KIT

1/24 Scale High-Tech Model by  
Gunze Sangyo, Japan

-Terry Elmore

For many years a plastic kit of the Lotus Elan has been notably absent from the lists of the world's model car kit manufacturers, quite unusual when you consider that the Elan was the model that established Lotus as a viable road car manufacturer, was and is the most-produced Lotus (12,224 Elans of all series by the end of production in 1973) and still, in this the 25th anniversary year of its introduction, the Elan appears often in the automotive press as a highly desirable and collectable car.

Gunze Sangyo have filled this gap with a superlative model kit, whose innovative production echoes many of the features and advances of the "real thing". Foremost of these advances must be the use of photo-etching, a

fairly new technique in modelling, to produce such metal parts as the chassis, grilles, badges, etc. in such a way that one can replicate the original construction like no other material could. Coupled with metal castings for such items as wheels, engine/transmission, suspension, etc. and rubber moldings for the tires and interior parts like the seats to simulate the original vinyl, the total effect of using these many different materials is much superior to the impact a kit made completely of plastic would have.

While one of the color schemes illustrated on the box is very similar to the blue-over-white Sprint scheme (see, as an example, Gary Wood's car), the kit does in fact quite accurately depict a series 3 Elan, and would involve a bit of work to convert to either an earlier S1/S2, or later S4/Sprint, one minor complaint I have with the kit. The instructions, while in English, are a rather poor translation ("Lotus Elan S3 is a high performance car made by English sportscar manufacturer, Rotus, and its beautiful body line charms the car enthusiasts all over the world"). As the hood doesn't open, only the bottom half of the engine has been molded, whereas for the relatively high price of this kit (\$45) one would like to see a complete TwinCam, complete with Webers. The only other complaint I have is that the instructions refer to the kit as 1/12 scale, which isn't true. A 1/12 scale Elan kit, which would be a foot long, would *really* be an impressive model, and a great companion piece to the Nichimo 1/12 scale Europa TC kit. I plan to build my kit to replicate Mrs. Peel's sliver/blue S3 from the color episodes of *The Avengers*, which after all is what got me started on Lotus in the first place.

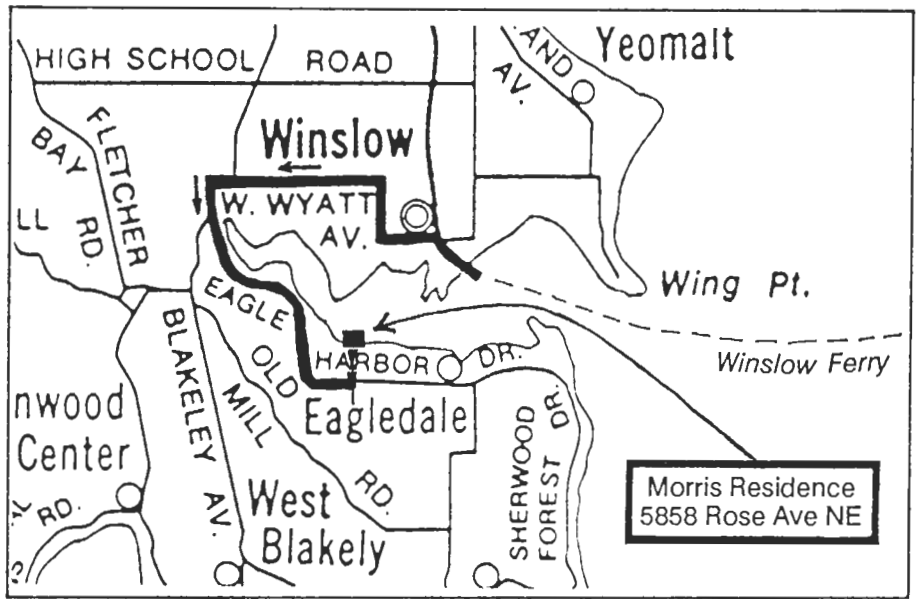
The only source for this kit I have found is a mail-order outfit in Texas, familiar to most plastic modellers, called the Squadron Shop. If you're interested in owning your own Elan, their number is 214-242-8663. The kit is \$45.00 plus \$3.00 for shipping.

Now, dare I hope that they will produce an Elite in this Hight Tech series? The photo-etching process makes great wire wheels, and the metal casting would reproduce the Elite's suspension as plastic parts never could. If they can (as they already have) produce and sell kits of the TR2, TR3, and "bugeye" Sprite, along with the Ferrari 250GT and 250GTO, there's certainly hope.

# EVERGREEN LOTUS MEETING SCHEDULE

March 19 Saturday at Ocean Shores.

April 16 Saturday at Bob Morris' on Bainbridge Island. Bob may have more Lotus cars than Terry Elmore. Elan, Super Seven, Europa, Eclat, Turbo Esprit, etc. Bob also has an extensive library of technical and other Lotus documents. If you have a problem with reference material, come to the meeting or contact Bob at 842-6183.



**1988 CLUB DUES \$15/YEAR NOW OVERDUE.**

This is the last *Lotus Lines* for unpaid members.

Send payment to Nikki Daniels, Membership Chair, 11232 312th NE, Carnation WA 98014.

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

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

FIRST CLASS MAIL

1988 WEST COAST LOTUS MEET REGISTRATION

REGISTRATION FOR:

Name .....  
Address .....  
City, State ..... Zip .....  
Phone (.....) .....  
Date ..... Total Amount of Payment .....

BANQUET AND LUNCH

Banquet reservations for Saturday night:  
..... persons for Chicken Cordon Bleu (\$15/person)  
..... persons for Prime Rib (\$17/person)  
Sunday Brunch reservations, Sunday morning:  
..... persons for Sunday Brunch (\$12/person)  
(prices include tax)

SLALOM/AUTOCROSS ENTRY FEE:

Entry fee for the Autocross/Slalom is \$15 per driver. There is a limit of 50 drivers.

Please reserve ..... entries for the Slalom/Autocross

EVENT REGISTRATION

Reservations for ..... families (\$25/family)  
Reservations for ..... singles (\$20/single)

Please add the costs of the banquet and brunch selections, Slalom/Autocross entries and the event registration, for the total payment. Mail this form and your check to the West Coast Lotus Meet representative listed below.

PLEASE ANSWER THESE QUESTIONS

..... Yes, I will help with the Registration.  
..... Yes, I will help with the Concours.  
..... Yes, I plan to drive a Lotus to the meet. The car is a Lotus .....

QUESTIONS AND MORE INFORMATION

For additional information? Contact the representative below.

MAIL REGISTRATION TO:

Lotus West Rep:  
Steve Griffin  
217 - 19th Street  
Manhattan Beach, CA 91740  
(818) 335-9361  
Please make checks payable to Lotus West

Golden Gate Lotus Club Rep:  
Dan Wise  
117 Sunset Circle #34  
Benicia, CA 94510  
(707) 746-7089  
Please make checks payable to the GGLC

It's Spring . . . it's time to get the ollo pumping thru your dream machine . . . it's the NWARC Drivier Training and practice Day at Seattle International Raceway !!!

Cost (\$U.S.) of the April 9, 1988 Driver's Training Clinic is:

AROC members (U.S. & Canada) = \$35.00 (\$20.00 pre-registration)  
Non-AROC = \$45.00 (\$30.00 pre-registration)  
Non-AROC attendees must drive the car of their invited marque

Registrations will be accepted on a first-come, first-serve basis with a maximum of 30 cars for the clinic and 50 cars for the track. All pre-registrations must be postmarked by March 31, 1988 and sent to: Mr. Steve Moe, Scott Bldg., 545 Rainier Blve. N., Issaquah, WA 98027. Registrations are non-refundable.

Open cars must have a roll bar. Helmets and seat belts are required for driver and passengers. Properly secured fire extinguishers are recommended, but not required. Eye protection is required for drivers of open cars. We recommend a full tank of fuel, increase your tire pressure to 35psi, change your oil and filter, bring extra oil. Safety check your car before you arrive. Wear non-synthetic clothing. All drivers are required to attend Drivers Meeting. All drivers are required to work turns. Please bring you own lunch. Free refreshments will be provided by NWARC at the end of the day.

In addition to offering hands on driving on Saturday, April 9th, we are offering a special Drivers Seminar Tuesday evening, April 5th. We will be discussing track terminology, safety requirements, car preparation, technical inspection and video tapes of the course. This seminar will cost \$10.00.

Tuesday, April 5, 1988 - Drivers Seminar

Cypress Motel 7:00 pm - Registration  
22218 84th Avenue S 7:30 - 10:00 pm - Seminar  
Kent, WA 98032 Fee: \$10.00  
(206)395-0219 Pre-registration is mandatory !!

Saturday, April 9, 1988 - Drivers Training

8:00 a.m. Registration and Teching of vehicles  
9:00 a.m. Drivers meeting/Drivers Training Begins  
10:00 a.m. Teching of all Expert/Intermediate vehicles  
11:00 a.m. Practice Sessions Commence  
4:30 p.m. Track Closed  
4:45 p.m. Social Hour

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Complete detach amd mail with check (no cash) to:

Steve Moe, Treasurer, NWARC - Scott Building, 545 Rainier Blvd., Issaquah, WA 98027. Make all checks payable to NWARC

Name (s) \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone: \_\_\_\_\_  
Type of Car: \_\_\_\_\_ Model: \_\_\_\_\_ No. of Drivers: \_\_\_\_\_  
Check which Class: Novice \_\_\_\_\_ Intermediate/Expert \_\_\_\_\_  
AROC Member: Yes \_\_\_\_\_ No \_\_\_\_\_ Other Club: \_\_\_\_\_

Yes I will be attending the Drivers Seminar: \_\_\_\_\_