



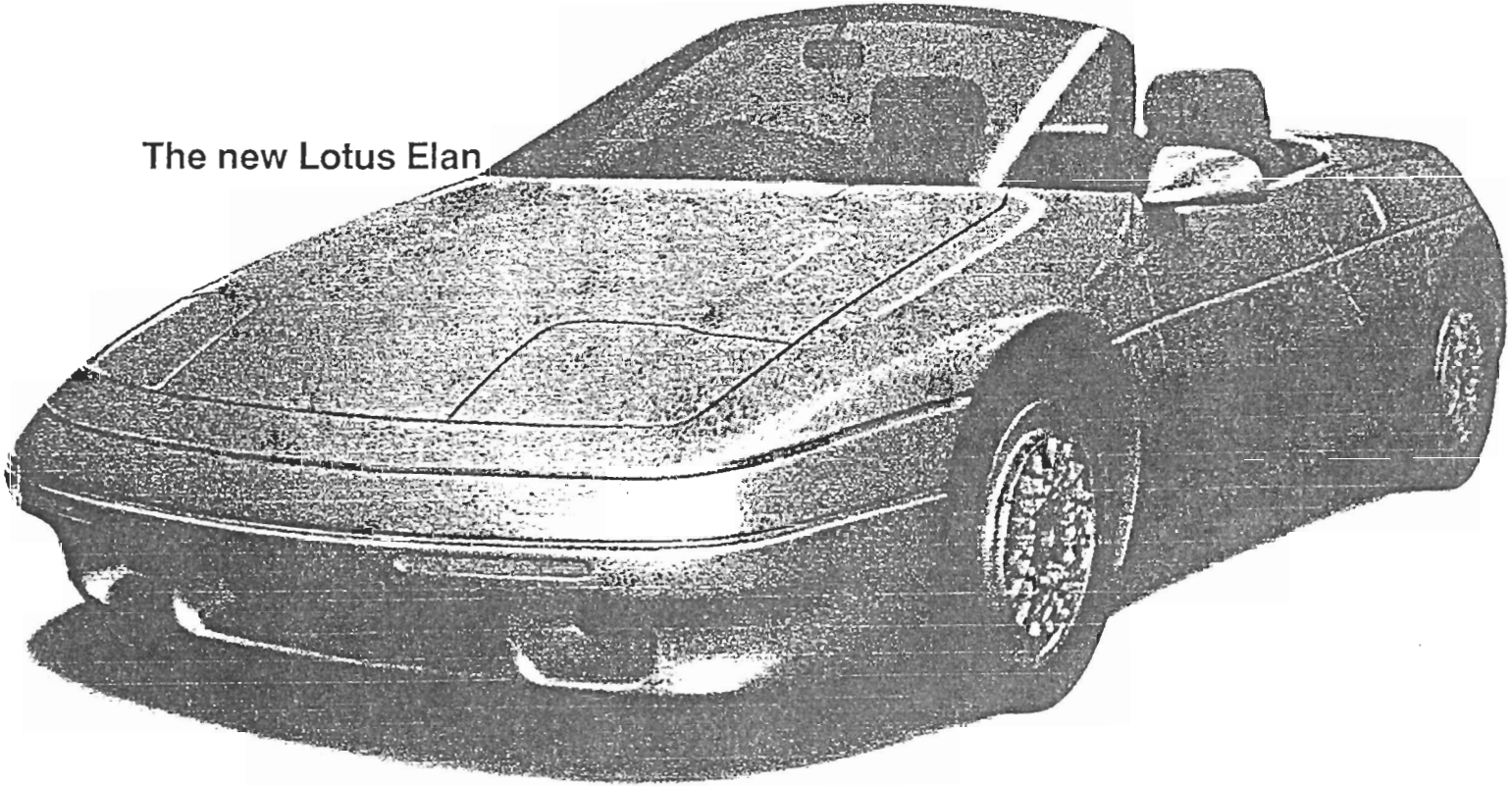
Newsletter of the Evergreen Lotus Car Club

Lotus Lines

MAY/JUNE 1988

4TH YEAR OF THE CLUB.....36TH YEAR OF THE MAKE

The new Lotus Elan



Chairman's Report

-John Daniels

Welcome to new member Mark Jones of Bothell, owner of a 1977 Eclat. Mark's car has been in the shop for some time now receiving an almost total restoration. If anyone has knowledge of a shop manual, he would appreciate hearing of it.

As mentioned in my 'good friends' article, David Lamb's immaculate Elan is for sale. He can be reached in Hoquiam WA at 206-532-1000 (business) or 206-289-4652 (home).

And now a plug for a club member: Gerry Foley of Custom Design Associates in Tacoma. Gerry has new custom and stock parts for most Lotus models. These range from stock air intake boxes to airdam bumpers and fender flares. He also has fiberglass kit cars and airplanes. Gerry is at 8503 44th West, Tacoma, 206-565-2175.

In case you haven't noticed, I tend to lean towards touring with our Lotus. Is this a popular direction? If anyone has ideas for tours, meetings, or whatever, let me hear from you (206-788-2729). The southern members have been extremely quiet lately. We could meet down your way one of these times if you would just volunteer.

I used to auto-cross and found it to be very fascinating (I still do really). How about some of you auto-crossers bringing some pictures, film, or tapes to a meeting and telling us about the sport? I would be interested in getting a schedule of events this summer, maybe we could get some spectator support for you.

That's all for now, hope to see you at the next meeting.

What is Autocross?

-Karen Babb, reprinted courtesy of Northwest Sports Car News

"Solo II" is the Sports Car Club of America's (SCCA) name for a type of driving competition known by many as autocross, slalom, and/or auto-slalom. In basic format, Solo II competition resembles slalom ski racing; one entrant at a time negotiates a course which is delimited on the competition surface by recognizable obstacles, and each person tries to complete the course in less time than the other competitors. Slalom skiing uses a portion of a hill at a ski area; Solo II uses a large paved surface such as a parking lot or airport runway. Slalom skiing uses colored poles stuck into the snow, which the skier must pass on the correct side; Solo II uses orange traffic cones at marked locations on the pavement to define the correct route which the driver must follow. Both sports are

timed to thousandths of a second, and both generally offer competition in a variety of men's and women's divisions.

Solo II offers numerous competition groups ("classes") based on the performance and handling potentials of various types of cars, and upon their preparation levels. Unlike slalom skiing, where competitors can hit the poles as hard as they want as long as they pass them on the correct side, Solo II exacts time penalties which are assessed for each cone which is hit and knocked off its spot, and for each deviation from the correct course path. Thus the object of the game is to get through the course as fast as possible without hitting any cones or deviating from the defined route. The feature which distinguishes Solo II from nearly all other motorsports competition is that you can do it in the car you drive to work, with no modifications such as roll cage and driver harness necessary. Drivers are required to wear adequate helmets, but loaners are usually available at the event. A safety inspection is performed to verify that each car is technically sound (battery secure, good brakes, adequate tires and pressures, sound suspension components and wheel bearings, etc.), and seat belts are mandatory, but there are no other requirements for participation except a valid driver's licence and an entry fee.

The rule book definition of Solo II calls it a primarily low-speed event, but this does not mean that drivers putt around in first gear. An average course on a large site can offer opportunities of brief bursts of 60-70 mph, and some Regions of the SCCA conduct airport or stadium parking lot events with short sections involving speeds up to and beyond 80 mph (depending, of course, on the acceleration and traction capabilities of the car, and the confidence of the driver). Most reasonable courses can be driven with only a few gear changes, which you don't need to worry much about if you drive an automatic.

The best way to learn about Solo II first-hand is to attend a school (a total of three are being conducted this season by the Northwest Region SCCA). If you can't make it to one of them, an open event can provide a good introduction to the sport. NWR SCCA has an active and helpful Novice orientation program, and there is usually a long-time driver available to help newcomers get started. One

hint for first-time Soloists: find out the event schedule and get there at the beginning of the registration period. That way, you'll have more time to figure out the essentials of the event. See you there!

Ed. note: Sports car event announcements and schedules are provided by the Western Washington Sports Car Council hotline 24 hours a day and updated the beginning of each week: 206-524-5020.

The author of this article drives a modified Elan in competition and is a much-decorated regional and national Solo II champion.

SCCA Solo II Schedule

May 15 Regional competition #3
Jun 11 Driving school #2
Jun 12 Regional competition #4
Jul 03 Street solo, Bellingham
Jul 16 Regional competition #5
Jul 16 NORPAC Divisional
Jul 17 Regional competition #6
Jul 17 NORPAC Divisional
Aug 20 Pro solo
Aug 21 Pro solo
Aug 28 Regional competition #7
Sep 25 Regional competition #8
Oct 08 Driving school #3
Oct 09 Regional competition #9

All events held at Boeing Kent Space Center West parking lot, except as noted above. Call 292-0500 or 524-5020 for further information and updates.

Ocean Shores Meeting

-John Daniels

Good friends, good wine, good cars, and Ocean Shores equals...?

The obvious answer to the above should be "The Evergreen Lotus Car Club's March Meeting". I think I speak for all who attended when I say it was a fun weekend. Several of us met at the appointed time at Denny's in Fife. As stated in the newsletter, we left promptly (actually about 11:15) to caravan to the beach. We may have been hard to recognize as a Lotus club with the following cars: one new Elite, a TR-6, a Ford Taurus, and a Super Seven.

Upon arrival at the motel, we were informed that our rooms would not be ready until 3:00pm! About this time, Noel and Bobbie Keefer flew in with their Piper (I think this is a first for any

car club). After a brief discussion and short delay, most of us retired to a nearby lounge to get organized. This required a fair amount of time after which we walked the beach. About 3:30 we returned to the lobby complete with our baggage and were informed that our rooms were still not ready. However, between Nikki's (official Club Travel Agent) badgering, ten people with baggage and one baby camping in the lobby, they quickly got our rooms ready. During this period Terry and Lezlie Elmore showed up adding a Volkswagen pickup to our group of exotic cars.

After moving to one of the rooms, Nikki arranged a drawing to settle who got what beds. This left everyone totally confused so we all had another drink and I held the shortest meeting in Lotus history. Prime item was what we would have for dinner. Dungeness crab was nominated and passed unanimously.

Just as we were about to have dinner, Dave Larson received a phone call informing us that Richard and Margot Coad, with son Ian, were stranded in Hoquiam. Driving a Super Seven has obviously taught Dave to think fast as he quickly turned to Steve Bator and informed him that the call was for him. Steve looked puzzled as Dave handed him the phone, until Dave pointed out that Steve was driving the biggest car.

Steve, Terry, and I left to rescue Richard and family. As I was in the back seat, I was given the instructions. They consisted of: "Proceed to first light in Hoquiam. Turn right. Enter gate." Much to my surprise we actually got to the correct location with only one mistake.

It was pouring rain and pitch dark by the time we pulled up to a very large and very dark building. A security guard bounded out to the car and looked totally bewildered as Steve told him we were looking for a "broken Lotus". I cleverly added that this was a car and not a computer. The guard mumbled something and went back into the building. Steve pretended that he understood and proceeded to mumble about how long was this going to take, did we stumble into some secret atomic plant, etc. After a while the guard came back with a pleasant young man in work clothes who informed us that the car was in his machine shop. We all then trooped a long ways through the monstrous building. Along the way, we found out our host was David

Lamb, owner of a logging machinery manufacturing company and that he owned a Lotus Elan. Soon we found Richard, Margot, and Ian with their Plus 2 parked next to a super-clean Elan complete with a Spyder frame. (This car is still for sale unless Steve has already added it to his collection.) Much discussion followed, including Steve almost trading his boat for the Elan, and every once in a while a poke and prod at Richard's car. Since I still had not had my dinner, I decided it was time to insert my authority. When this didn't work, I opted to insert my fingers instead. After getting a description of the problem, I asked Richard to take the spark plugs out and crank the engine. I then started inserting fingers into the plug holes: #1 125 lbs; #2 115 lbs; #3 and #4 had zip. The problem was a loose timing chain that had jumped and caused bent valves.

After the six of us returned to Ocean Shores and dinner, we all enjoyed the wine and each other's company. The next morning we en-

gaged in various activities until brunch and then found our separate ways home. Steve's "big" car furnished Richard and family their ride home also.

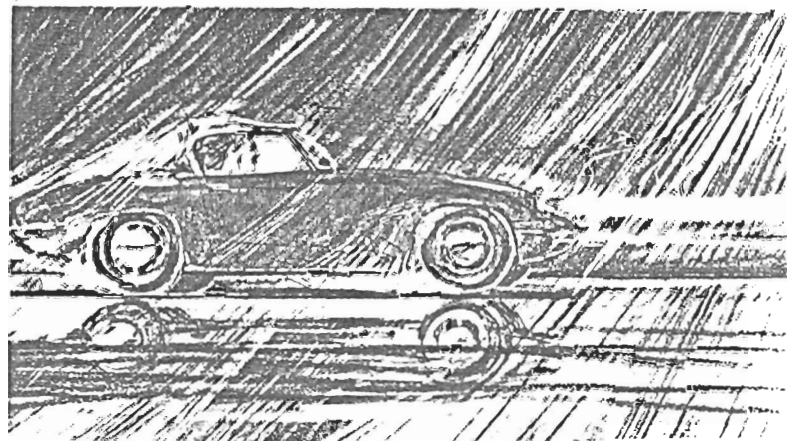
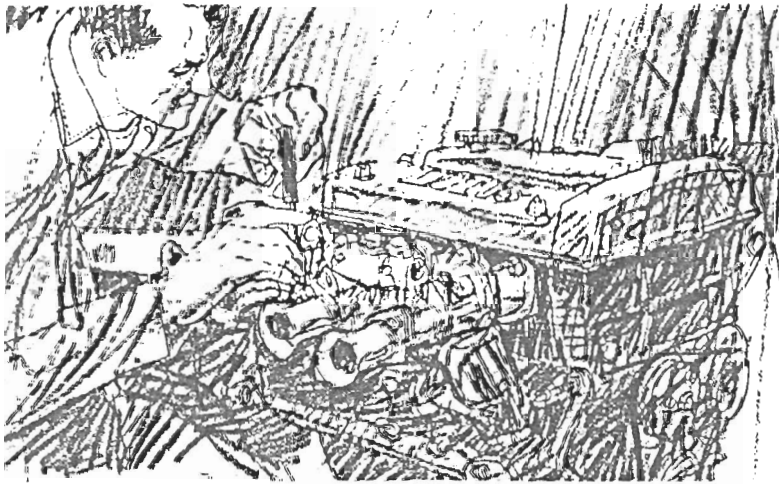
Even with the Coad's misfortune, I think everyone enjoyed the trip and I'm looking forward to the next one.

The Curse of the Lotus Legend

As a mechanic with over thirty years experience you might think I would know better than to make snap decisions based upon hearsay. However, one day as I was cruising along in my Elite, the water temperature suddenly shot up. Pulling into a handy gas station, I cooled the car off by running water over the radiator. After a cooling period, both the car and me, I topped off the radiator, looked for leaks, and decided to try to continue. The car immediately overheated again. Upon opening the hood I found

coolant everywhere and especially in the valley between the cams. Assuming the worst, and knowing the Lotus legend of being fragile, I decided the head gasket had blown. I called my wife and had her take the station wagon to a convenient U-Haul lot to rent a towing dolly. The next weekend I started to remove the head. Fortunately one of the first items to be removed was the water pump. When I tried to remove the pulley I couldn't keep the pulley from turning. 'What kind of dumb design was this with no belt to hold the pulley from turning?' I thought. Whoops, the "curse" and my pessimistic attitude had struck again. A \$5.95 NAPA belt is a whole lot cheaper (and easier) than a head gasket.

Need transmission repairs well Bob at Precision Auto Electric (a machine shop you see) repairs English transmissi as a side line. He repaired Club Chairman's Elite trans for a very reasonable price an it works. He is located in Bothell, phone 486-5400.



CARE AND FEEDING FOR THE DOHC

The sportsman who acquires any device of a high-performance nature, often finds himself host to an endless parade of maintenance expense. This traditional truth seems to apply equally to horses, dogs, women, and motor cars. As a result, the knowing enthusiast displays understandable concern when appraising any creature of uncommon capability. In the case of the Lotus dohc engine, there appears to be a happy departure from this tradition. This exotic performer has a most conservative appetite for maintenance luxuries, and can be supported quite comfortably on modest means. A large portion of this attractive condition is attributable to the basic engine design. Low-cube, high-ticks engines require very busy valves. This mitigates in favor of an intimate relationship between valve and cam with the

least possible amount of linkage. The dohc provides a cam for each side of the head and the cam lobes drive directly on the tappet cups. This layout also permits an optimum form for the combustion chamber, and greatly improves breathing, thus utilizing the full capabilities of the twin Weber carburetors. All in all, one has a very tidy and efficient machine in the Lotus dohc, and one that should be running long after the hairy over-borers have cast their last piston. LOTUS ELAN ROADSTER four cylinder Lotus twin cam-Twin Weber carburetors—1558cc, 105 bhp @ 5000 rpm—Top speed 115 mph—four speed close ratio all synchro gear box—All independent Chapman suspension—Lotus Girling disc brakes—Approximate delivery 30 to 90 days—\$3,922 P.O.E. Los Angeles.

SHOWROOMS AND SERVICE FACILITIES
 BROOKLYN MANHATTAN ECURIE SHIRLEE CORP.
 2000 10th Avenue South, Manhattan Beach
 BRUNSWICK BEACH JACOBS, INC.
 3070 Atlantic Ave., Long Beach
 BROOKLYN MANHATTAN ECURIE SHIRLEE CORP.
 2000 10th Avenue South, Manhattan Beach
 444 E. Camino Real, San Bruno
 153 F. Washington, Redondo Beach
 10140 Wilshire Blvd., Los Angeles
 PHIPP'S MOTORS
 213 W. Center St., Santa Barbara
 YOUNG & RUBICAM
 1771 1st Avenue, Sacramento
 WEST AND MIDTOWN, INC.
 2001 Van Ness Blvd., San Francisco
 2740 S. Lincoln Blvd., Los Angeles
 5911 S. Western Blvd., Los Angeles
 10140 Wilshire Blvd., Los Angeles
 10140 Wilshire Blvd., Los Angeles
ECURIE SHIRLEE DISTRIBUTION CORPORATION
 2000 10th Avenue South, Manhattan Beach, California
 Lotus is a registered trademark of Lotus Cars throughout the Western United States

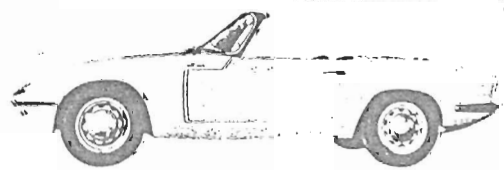
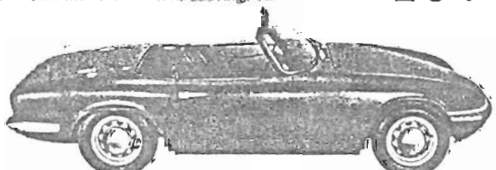


SOME LIKE IT WET

When nature's violent forces drive timorous souls to firsiide and tell, the roadsterman is out and flying, sloshing through the ground water, boring gleefully into the waiting curtains of rain. If the truth be known, the roadsterman is quite at odds with his contemporaries. In an age of super gadgets and creature comforts, he finds satisfaction in the genuine and spurns ostentation. His pleasures are empirical, rather than vicarious. He's the type who would make his mother-in-law sleep in a motel. It is for just such individuals that the Lotus Elan was created. The Elan retains the classic feel and basic form of the all-weather two-seater within an advanced engineering structure that provides handling and performance characteristics unparalleled by any other production roadster, regardless of price. The rigid strength of its deep box

channel central backbone, chassis, coupled with the fantastic adhesion of the full Chapman suspension, result in a very sturdy machine that is extremely light to hand, at all speeds, and with unmatched cornering capabilities. The 105 bhp Lotus Ford dual overhead cam engine with twin side draft Weber carburetors is quite effective in dealing with a vehicle weight of less than 1,500 lbs. Acceleration is zero to sixty in eight flat and one hundred in twenty plus, right off the showroom floor. If you are that kind that ought to have a Lotus Elan, no one will have to sell you—you will make up your own mind. LOTUS ELAN ROADSTER 1558 cc top speed 115 mph—acceleration 0 to 60, 7.9 sec—0 to 100, 20.5 sec—four cylinder Lotus twin cam—Twin Weber Carburetors—105 bhp, 3500 rpm—four speed close ratio all syn-

chro—All independent Chapman suspension—Lotus Girling disc brakes. Approximate delivery 30 to 60 days—\$3991 P.O.E. Los Angeles.
SHOW ROOMS AND SERVICE FACILITIES
 BROOKLYN MANHATTAN ECURIE SHIRLEE CORP.
 2000 10th Avenue South, Manhattan Beach
 BRUNSWICK BEACH JACOBS, INC.
 3070 Atlantic Ave., Long Beach
 BROOKLYN MANHATTAN ECURIE SHIRLEE CORP.
 2000 10th Avenue South, Manhattan Beach
 444 E. Camino Real, San Bruno
 153 F. Washington, Redondo Beach
 10140 Wilshire Blvd., Los Angeles
 PHIPP'S MOTORS
 213 W. Center St., Santa Barbara
 YOUNG & RUBICAM
 1771 1st Avenue, Sacramento
 WEST AND MIDTOWN, INC.
 2001 Van Ness Blvd., San Francisco
 2740 S. Lincoln Blvd., Los Angeles
 5911 S. Western Blvd., Los Angeles
 10140 Wilshire Blvd., Los Angeles
ECURIE SHIRLEE DISTRIBUTION CORPORATION
 2000 10th Avenue South, Manhattan Beach, California
 Lotus is a registered trademark of Lotus Cars throughout the Western United States



These ads originally appeared in Road & Track in June 1964 (left) and January 1965 (right), placed by Ecurie Shirlee, west coast Lotus distributors in the mid 'sixties. Copies of the ads are from the collection of Dave Larson.

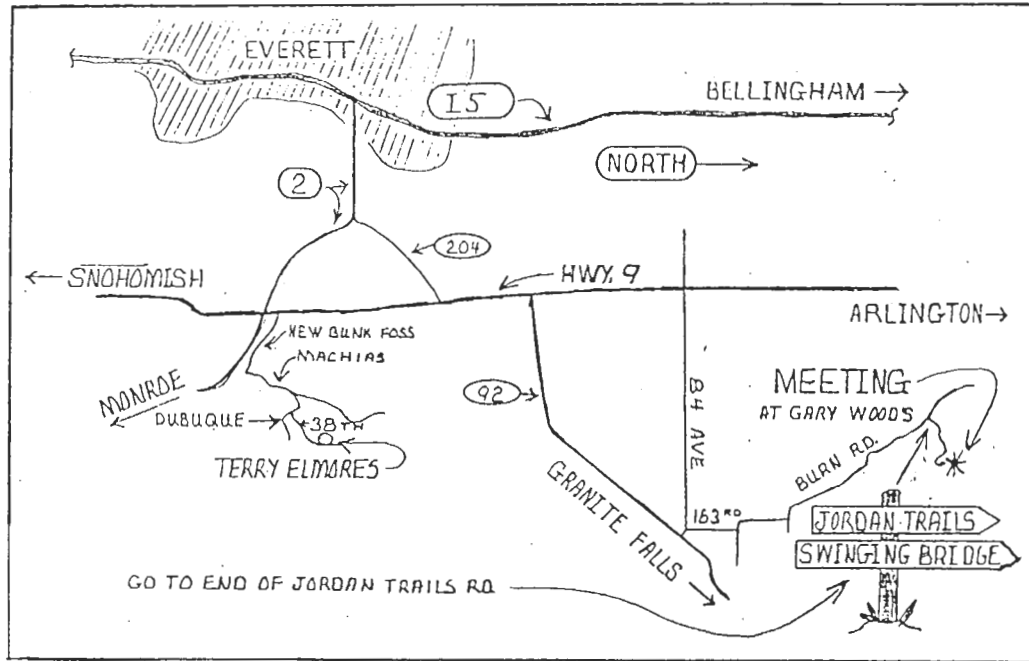
May Meeting Notice

The May meeting will be hosted by Gary and Sandy Wood on Saturday, May 21 at 1pm by the Swinging Bridge over the Stilly (see map). Events will include a legal-speed road tour, and hot dogs, chips and drinks will be served.

The tour will depart the Redmond Park & Ride at 11:00am sharp. To get there, drive to the end of SR 520 in Redmond; turn left at the light; proceed 1/4 mile to the dirt Park & Ride lot on the left. John Daniels will guide the tour to Terry Elmore's home. Terry will guide the tour to the meeting site at 12:00. Anyone not in the tour may follow the map directly to the meeting.

June Meeting - Let's Go Cruising!

Instead of a regular meeting, on June 19 John and Nikki Daniels will host a 'cruise'. Meet at the Issaquah Park & Ride at 11:00am and bring a picnic lunch. Call John & Nikki at 788-2729 for further instructions.



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