



Lotus Lines

DEC/JAN 89/90 5 th YEAR OF THE CLUB...38 th YEAR OF THE MAKE

CHAIRMAN'S RAMBLINGS

A while back, I was asked by a club member if I knew where the name LOTUS came from. Of course I had a ready answer, but it did occur to me that perhaps there are other people out there with out this knowledge. Therefore I will share some of my research with you all. In 1947 thru 1948 Colin Chapman completely rebuilt a 1930 Austin Seven. Basically he built a new car. When he re-registered this car he named it a LOTUS after his girlfriend Hazel. Yes she did become his wife, whom he affectionately called "his little Lotus blossom". Apparently the car performed very well and looked like a Mark 6 LOTUS with a Rolls Royce grill/radiator.



WHICH CAME FIRST, THE CAR OR THE CIGAR?

Well, onto business. I have arranged for our Dec. meeting to be held Sat. Dec. 16 at 1:30 PM at Bayside Porsche/LOTUS, 517 E Pike ST (Rowland Motors). They are flying a Lotus technician in and will answer all kinds of questions. Also, they hope to have videos and handouts. The meeting will be in an upstairs lounge of some sort and parking will be available in their service area.

Speaking of meetings, we are badly in need of locations, hosts, and fresh ideas. We currently have nothing firm scheduled past the January 90 meeting. I recieved feedback from two former club members that left the club for the following reasons: #1; The club doesn't do enough activities requiring the actual use of the cars. #2; The club has too many activities that require the actual use of the cars. My reaction to this is to hold more meetings like the September Chili run. We need to arrange an early meeting place and conduct a legal speed cruise to the actual meeting place. We will publish the time and location for both spots and you can participate in either or both as you wish. This format will require two people to be involved in the planning and leading of each meeting, but, this may satisfy more members. One person will still host the meeting and the other will design and lead the cruise.

It is time to start planning our 3rd annual cruise to the ocean. We will be going the 3rd weekend of March (17 & 18), St. Patricks Day. Nikki is checking both Ocean Shores and Long Beach for availability. Please call Nikki (788-2729) and tell her if you are going, how many, and your preference, Ocean Shores or Long Beach. We do need an accurate count as soon as possible. For those of you who have not gone in the past, let me tell you that it is a fun weekend. We cruise down in a group from Fife and normally have adjoining rooms with atleast one a suite with kitchen. We have at least one dinner in, together, and just have a relaxing weekend with friends and family (kids are welcome). If you have some ideas for meetings or other acitivities, please contact me, as I am running out of ideas.

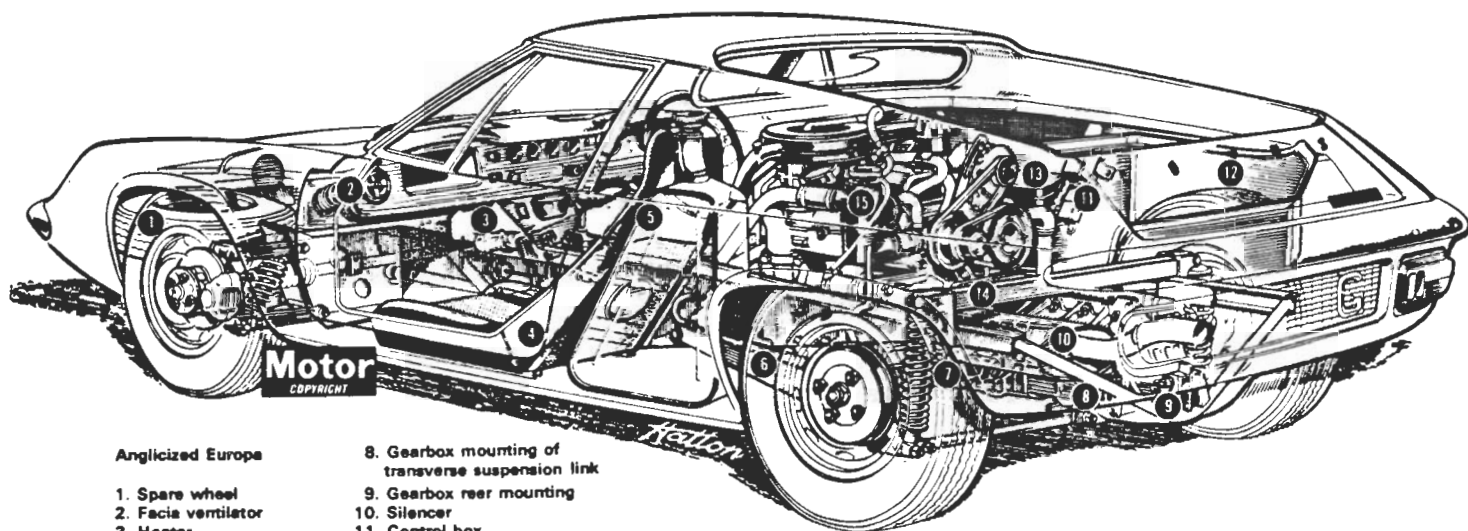
Continued

CHAIRMAN'S RAMBLINGS

I am assuming that the lack of nominees for chairman, (after several months of requests for same) is really a vote of confidence in my continuing. Therefore I accept and will continue stumbling along. However we do need a Newsletter Editor. Gary has indicated that he cannot continue in this position. We will miss his help badly as he has done a very good job for quite a while. Please contact Gary (652-7817) if you can take over this task.

Terry Elmore is getting our club logo reproduced in self-sticking vinyl badges that will be given to each dues paying member next year. Dues are due in January (\$15.00). We also have Tee shirts with our logo available thru Terry Elmore or myself. A-1 Lotus Car Club of Peterborough is soliciting donations for a memorial to Jim Clark. The memorial will be constructed at the Hugaroring Racing Circuit in Budepest. If you are interested in donating, let me know and I will furnish all the information.

In closing this time I will just mention that I have been contacted by several people wishing to buy a Lotus. If you have a car for sale or know of one, let me know. My buy of the month is a little different this time. Bayside expects to have four or five new Elans this spring. They should be priced about \$32,500.00 and it is expected they will sell quickly. Bayside is accepting \$500.00 deposits to assure a spot in line. The \$500.00 is fully refundable if you decide not to buy. They have two deposits already!



Anglicized Europe

- | | |
|-----------------------------|---|
| 1. Spare wheel | 8. Gearbox mounting of transverse suspension link |
| 2. Facia ventilator | 9. Gearbox rear mounting |
| 3. Heater | 10. Silencer |
| 4. Adjustable seats | 11. Control box |
| 5. Fuel tank | 12. Luggage space |
| 6. Radius arm | 13. Battery |
| 7. Fixed length drive shaft | 14. Removable cross member |
| | 15. Coolant swirlpot |

Bayside Lotus Track Day at SIR

WOW! WAS THIS EVER GREAT! The SIR track day sponsored by Bayside Lotus/Porsche, that is. It took place on Wednesday, September 20th. Nine Lotuses showed up, along with forty-some Porsches, one Ferrari Testarossa, and one Renault Alpine. Lotuses in attendance included the Elans of Steve Lipp and myself, the Turbo Esprits of John Rapson and Bob Morris, Maury Montag's Esprit S2, Greg Terhar's Europa S2, Hugh McClellan's Seven, and two other Sevens whose owners' names I cannot recall right now. (Sorry, guys.) Also in attendance but without their Loti were Terry "No it's not fixed yet" Elmore and Lee "It's not broken, I'm dry-sumping it" Sutherland. The only Lotus casualty of the day was Greg's Europa, which broke a throttle cable. He was able to drive it home, but didn't want to risk any more hard driving.

The day started with a half-hour "chalk talk" by IMSA and Indy car driver Dominic Dobson. Then we were split into three groups, with each group assigned to one of three activities. One group went to a slalom course, one to a handling and braking course, and the last to a lane change course. The groups were rotated around the courses so that each group spent about an hour at each course.

This was a good warm-up, but the real fun began after lunch when the lapping began. Pylons had been placed around the track to mark apexes and braking points. Cars lapped in groups of three, with the owner of the lead car riding in the passenger seat while one of Bayside's professional drivers drove the car. The other two cars stayed close enough behind to follow the same line through the corners. After three laps the three cars rotated so that each person had the chance to ride with the professional driver. This was very instructive, and I'm sure that most of the drivers in attendance felt that they learned quite a bit from this experience. (I know I certainly did.) The driver who drove my car had a great time and remarked that it was the most fun thing he had driven all day.

But the real highlight of the day was lapping in the new Lotus Turbo Esprit SE (faster than a Porsche Turbo Carrera!). Bayside also had some other, rather mundane cars you could try out if you were interested, like a Carrera-4.

Since I had never driven an Esprit before, one of Bayside's drivers took me for one lap before I settled into the driver's seat. I don't have words to describe how great this car was! The acceleration was of course fantastic, but what really amazed me was the handling. I have always loved Esprits, but I've always doubted that a car so much heavier than my Elan could have that same Lotus feel. Boy, was I wrong! The steering was a little heavier than my Elan's (but not by much), and the turn-in not quite as quick, but the suspension had that same familiar soft and supple yet totally glued to the road feel that we all love about our Lotuses. The car was very forgiving, completely predictable, and of course the grip was much higher than my Elan's. Shifting gears was effortless, and the pedals were

perfectly placed for heel-and-toeing. All I can say is that I'm absolutely in love with this car.

After driving the SE, one 911 owner was heard (several times) saying, "I don't like my car any more!". (Anybody want to buy a 1984 911 Carrera?)

While I'm on the subject of Esprits, I was also very impressed with the handling of Maury's car after he took me for a few hot laps.

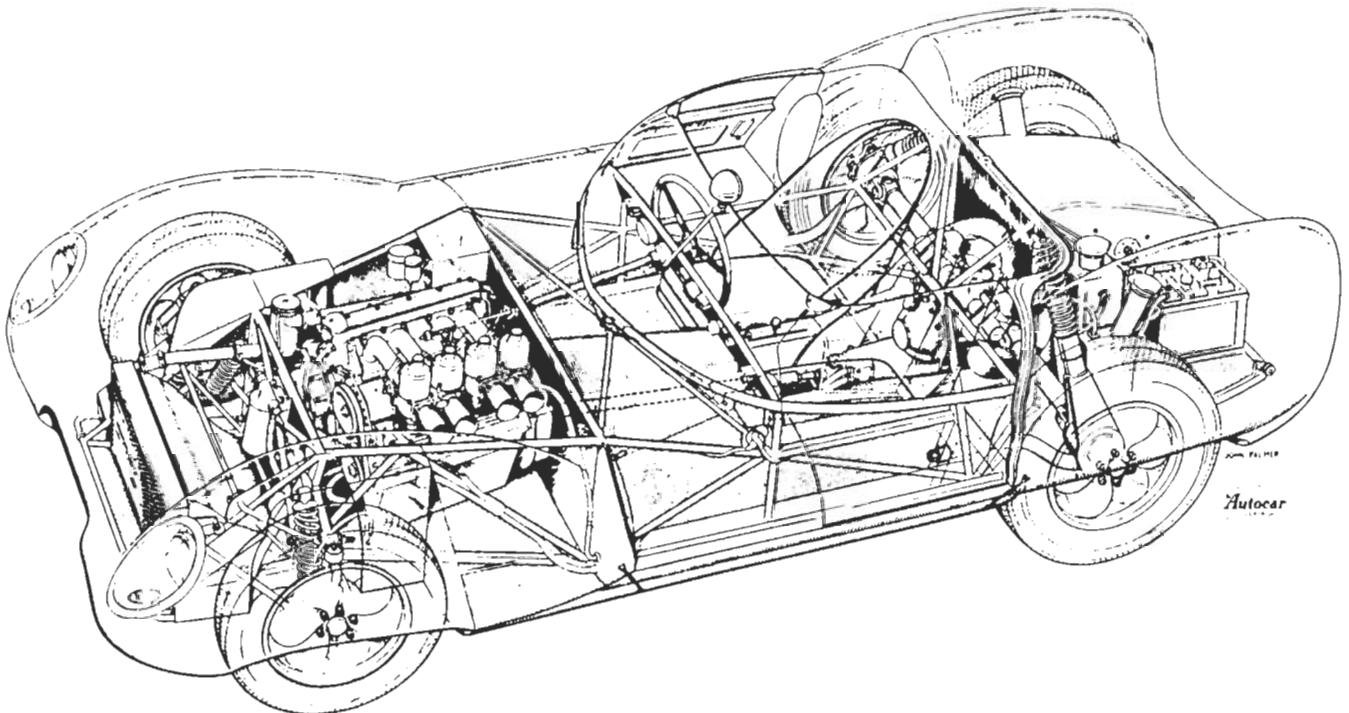
All in all it was a great day, well worth the 50 dollar price. Bayside will be putting on more of these, so let's try to improve on the Lotus/Porsche ratio next time. We can do better than five Porsches to every Lotus.

I should mention that Bayside's driver giving the rides in the Esprit SE remarked to me that on average, the Lotus owners were better drivers than the Porsche owners (but then we all knew that, didn't we?)

- Rob Roberts

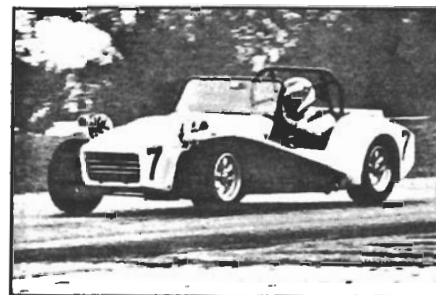
LOTUS 15

Designed primarily as a Le Mans challenger in 1958, the 15 was to be the last of Colin Chapman's large-displacement front-engined sports cars, ultimately to be replaced by the rear-engined 19 after an active competition life of three years.



Series Four Update:

I'm sure by now that everyone is aware that we recently bought a basket case series four Lotus Seven. Yes we are the same ones that passed on a running Europa a while back because we didn't want another project. We have set a completion date of June 10th. So far, we've managed to pay for the car and build it about 50 times in our minds. In truth we have not done a lot. The

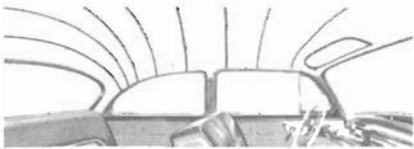


first thing I did was to clean out the garage to get the car inside. This is the same two car garage that contains three cars, a BSA motorcycle, hot water tank, heater, and several large cabinets. Second, we spent a month deciding what color the car will be. The color schemes most discussed were; dark blue with light blue trim, black and tan, green and black, yellow and blue, light blue with black, and blue with dark blue flames. With no discussion we decided on dark blue with grey trim. Third, we bought a set of aluminum wheels at the Bellevue meet. Unfortunately, we were misled and they do not fit our car. Anyone want to buy some wheels? After this, I learned the series four used English Ford running gear. On a hunch I measured the bolt pattern on Nikki's Ford Tempo and found they are the correct pattern. As they are a rather unusual cast wheel with a good looking six sided star shape, I told Nikki she should find some new wheels for her car before next spring. The other day I got around to bolting her wheels onto the Seven and unfortunately the offset is wrong. We would lose two inches of tread width. Nikki's wheels are now safe. We are now looking for a set of fourteen inch wheels with a Ford four bolt pattern. Next I rummaged thru all the boxes of parts that came with the car. As a result I now have a long list of parts and tasks to complete the Seven. By this time I felt the need to do something constructive on the car. I dug thru the parts once more and triumphly carried the bent up grill into the kitchen. I proceeded to dismantle and straighten each and every fin. I also decided to modify it some. I cut each spacer (about 40 pieces) at an angle to slope the fins downward in the front. This will give it a more finished look and provide some down force on the nose of the car at high speed. For the benefit of you other seven owners, let me point out that the series four has a real grill made of flat chromed fins that actually bolts into the nose. It even has a license bracket. Of course I can't take my grill out and cook a hamburger over a fire at a picnic. Last we decided that there is no way we would install the original ugly spare tire and license bracked to the rear of this car. It is our belief that this bracked definitely spoils the clean aerodynamic, but blunt, cam-tail of the series four. After much searching I took a rear license bracket from a Mazda RX 2 and devised a mounting for it on the rear of the seven. In the process of doing this, I became intrigued with how we would mount the battery in the trunk. Yes! I did say trunk. The series four is truly a civilized automobile. Hopefully by our next report we will have put something together.

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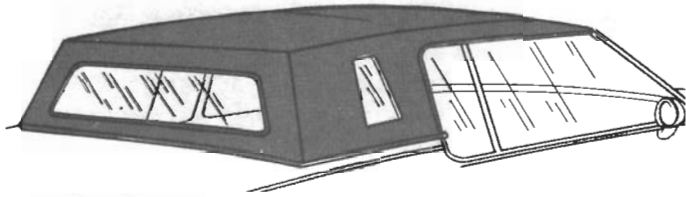
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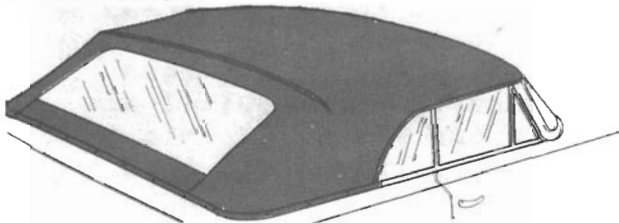
Headlinings



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Landau Tops

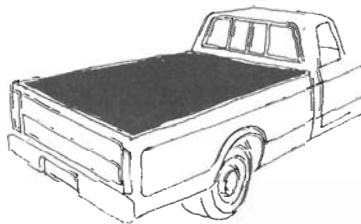
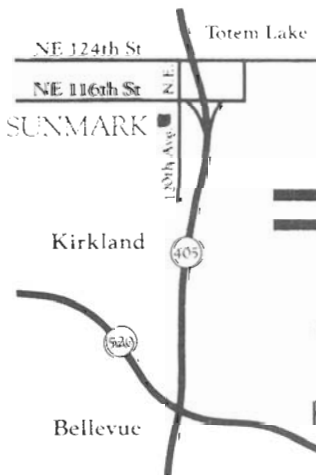


Convertible Tops

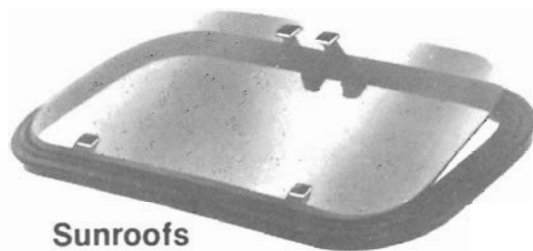


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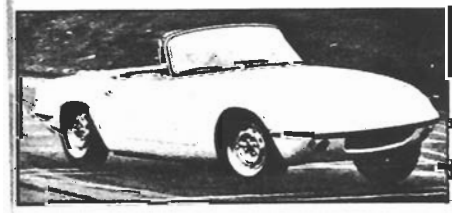
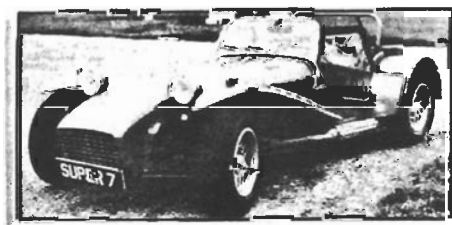
Please complete the following for our records and mail in with your 1990 dues payment:

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LOTUS CAR INFO (DATE, TYPE, SPECIAL INTEREST NOTES)
.....
.....
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.....

MAIL DUES AND INFO SHEET TO:
NIKKI DANIELS
11232 312 NE
CARNATION WA 98014

Best wishes and Seasons Greetings to everyone from the Evergreen Lotus Car Club and its officers. Thank you for your support and please join us for an exciting and new decade.

Dary A Wood



MEETING ANNOUNCEMENTS

December Meetings:

Saturday, Dec. 16, 1989

1:30 PM

Bayside Porsche/Lotus

517 E. Pike St.

Seattle

parking in the service area

January Meeting/tours:

Saturday, Jan. 20, 1990

1:30 PM

Bob & Shari Crichton Hosts

14529 99th Ave. S.E.

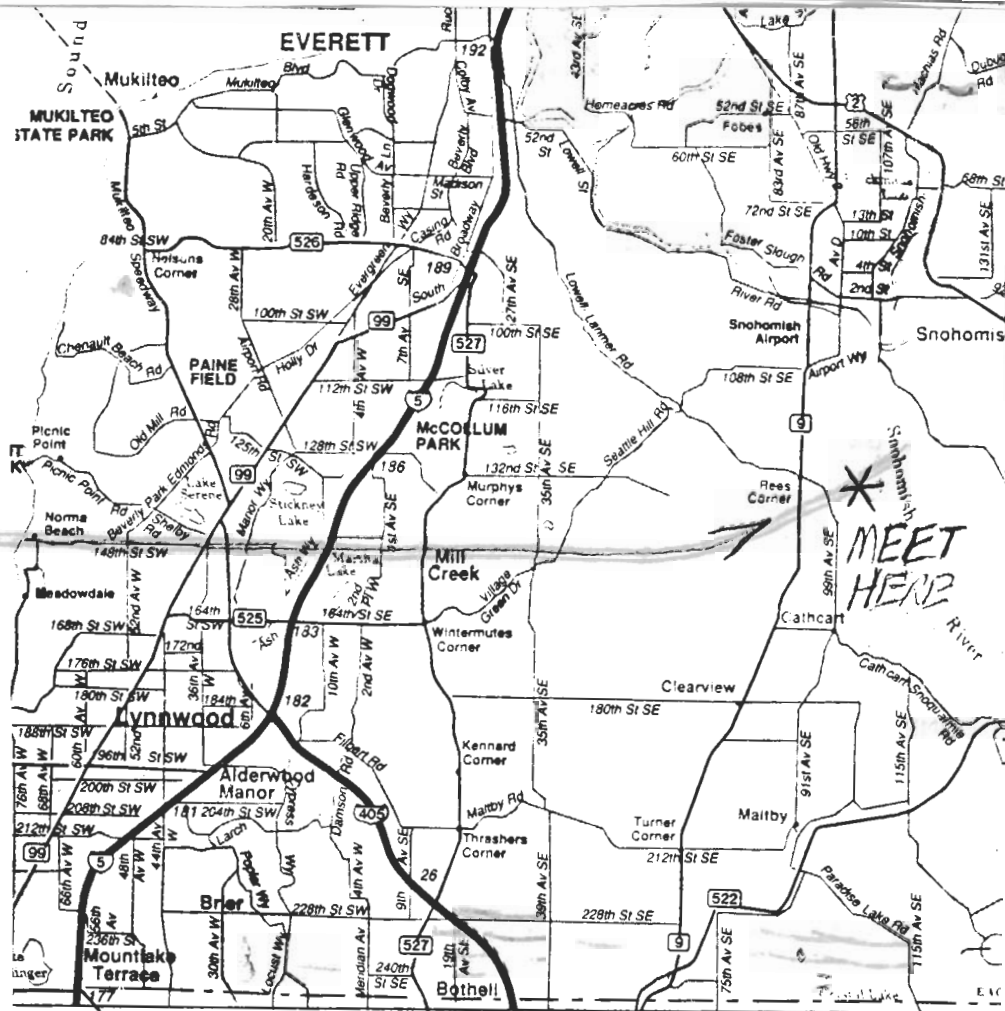
Snohomish (206) 668-6841

Cruise/tour INFO:

12:30 PM, meet at the Redmond

Park & Ride, one block north

of I-520 on Redmond Way



**CLUB OFFICERS: John Daniels, Chairman, 788-2729 - Nikki Daniels, Membership
Gary Wood, Newsletter, 652-7817 - Terry Elmore, Club Laison, 334-5768**



EVERGREEN LOTUS CAR CLUB

John Daniels, Chairman

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