



Lotus Lines

JULY/AUGUST 1989 5th YEAR OF THE CLUB....38th YEAR OF THE MAKE



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 wail 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.

February 1988 Motor Trend

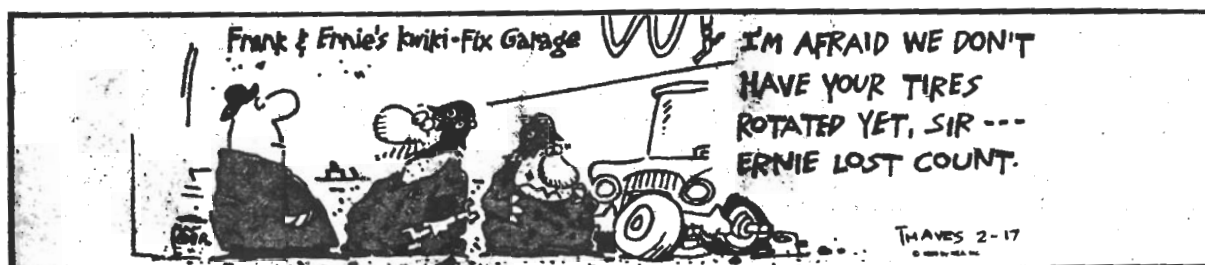
L this publication is rated L for Lotus enthusiasts

Welcome to everyone interested in Lotus Cars and The Evergreen Lotus Car Club. This issue of LOTUS LINES will be available to non-members at the All British Field Meet, Saturday, July 22, 1989. The Evergreen Lotus Car Club will be represented in the Lotus display area. We will have an information booth with very interesting static displays. Hope to see you there.

1989 CALENDAR

- JULY** 21-23 ALL BRITISH FIELD MEET @ Bellevue Community College
details in this issue by Terry Elmore
- 22-23 Vintage Weekend, Westwood BC
- 29 Westcoast Isetta and Wierd Little Car Meet
Eugene, OR, 503-344-2518 for information
- August** 4-6 Northwest Classic Motor Rally - Oregon
- 12-13 LOTUS 89, "The Ultimate Lotus Meet"
Donington Park, England
- 13 Evergreen Lotus Car Club VASHON RUN
Hosted by Dave & Alice Larson - details this issue
- 19-20 All Lotus Meet, Lotus Car Club of BC, Drive & Dinner, the 19th,
6 PM @ Stanley Park, Vancouver - Static Display @ Waterfront
Park, No. Vancouver, 11 to 4:30 on Sunday the 20th
Details: Terry Elmore 334-5768 or Dan McCellan 604-732-0351
- 20 All British Car Display, in conjunction with Canterbury Fair
in Kent
- 26 All British Tour of Vashon Island, by Tye Triumph Club
Info: Tom Eller 767-4442
- Sept.** 1-3 All British Field Meet, 13th annual, honoring MG & TVR
Details and entry form in this issue
- 9 Lotus Fast Driving Day, Westwood Track, sponsored by LCCBC
Details call 604-687-4060, better hurry on this one!

Additional events and club meetings to be announced in the Sept/Oct newsletter



Verifying the Larson legend that we can sniff out a Lotus Seven anywhere (some of you may remember that we managed to stumble across the only Seven in the state of Main within half an hour of crossing the state line, just two years ago), let me tell you about my Alaska trip.

I had just arrived in Anchorage and was off, camera in hand, typical tourist, when a block and a half from my hotel I saw it. Unbelievable!! A Caterham Seven.



Taking a quick picture (a Caterham in Alaska!), I pulled out an Evergreen Lotus Car Club card and was standing in front of the car writing a note when Phil Sanderford and his son, the proud owners, walked up. Phil spotted the Lotus symbol on the card and fairly jumped for joy. My first question to him was "Where in the world do you drive it in Alaska? I thought all the good roads weren't paved." He assured me there were at least two good roads and one was 300 miles long.

I quickly learned:

- * The Caterham was only three weeks on the road.
- * It took him 40 hours to build, but about two years to get imported into Alaska.
- * It is the only one of two such vehicles in Alaska. The other is in Fairbanks, had been delivered shortly prior to Phil's and its owner had already claimed the Alaska "Super 7" vanity plate. Phil knows of no true Lotus Sevens in the State, but there are other Loti.
- * Phil wanted a Twin Cam but had to settle for a rebuilt 1972 Cortina engine in order to pass the strict Anchorage emission standards.
- * The car was a seven year dream and a lust since childhood.
- * Satch Carlson is again muttering about a Lotus and may succumb some time soon.

Phil would have taken me for a ride then and there except for his son occupying the passenger seat. Later in the week, however, he did offer his car and himself as guide. This was after acquiring his first speeding ticket; the trooper all the while exclaiming "What a Great Car!", while the multitude of cars and RVs Phil had managed to pass during the preceding 15 minutes streamed by.

LEGEND

I have had a lot of fun cruising the Northwest in our Lotus Seven, viewing the sights and enjoying the ride, but nothing compares to tooling down the road in a latter day Seven surrounded by snow capped mountains or driving up a 1500 foot ridge to look down on Cook Inlet, Anchorage, and all the splendor below. Oh yeah, being a passenger in the Caterham was nice too.

And I am more than pleased to report, Phil gave me the honor of driving while he, for the very first time, took the passenger seat. I found the Caterham to really be a modern Lotus Seven. It had the same feel as our car, only more tightly held together. It also had padding in the seats. The car handled exactly the same, and if Phil is ever able to get the Twin Cam installed -- **WATCH OUT!!**

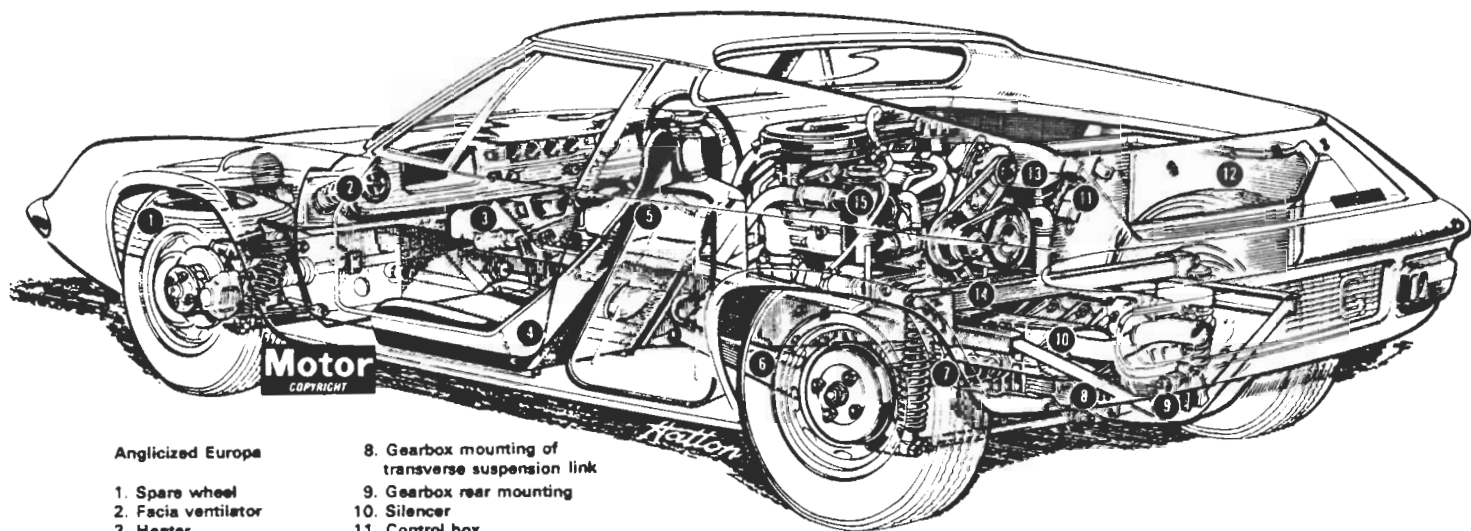
I wish Phil and family were closer to us in the lower 48 so we could enjoy them and his car as part of our group. I promised I would enroll him in our club as a gift for a most pleasant and unexpected experience in Alaska. He said he gets to Seattle every once in awhile, and I certainly hope he looks me up so I can return the hospitality and the ride.

So, if any of our other Evergreen Lotus Car Club members plan a Anchorage trip, here's Phil's address and phone. I have a feeling he'll be thrilled to hear from you. (we'll call this the Alaska auxiliary branch of the club.)

Phil Sanderford
3977 Defiance
Anchorage, AK 99504

907-338-7849

WELCOME TO THE CLUB, PHIL.



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

LOTUS MECHANIC: Another Saga in this series devoted to those who wish to do their own mechanical work

#14: How To Change A Lightbulb

by MJM

My favorite story about working on my Lotus doesn't even involve any Lotus parts, but it is so typical of the way things often go that it is my best example.

As some of you know, my first Lotus, a 1979 Esprit had an engine fire. An engine fire in a fiberglass car is often enough to "total" the car, as the fiberglass will catch fire and the body of the car burns, leaving only a charred hulk. This is what happened to me, and, exciting as it all was, I decided it was an experience I did not want to repeat! So, when I replaced my burned car with a near-identical model I decided to install a fire suppression system. This was installed for me and included a five-pound bottle of Halon gas, activated via a lighted, guarded switch on the dash.

THIS WAS A GOOD THING! My sense of security increased dramatically. No longer did I drive down the road sniffing for any trace of gasoline fumes (coming up on a diesel car from behind would give me brief episodes of terror). No longer did I check the mirror and look over my shoulder at the engine compartment every thirty seconds to check for smoke or fire. YES, as long as the light was on that switch I knew I would be OK.

This being a Lotus story, we all know what happened. On a trip to Portland via Hood River the light went out! Horrors! My unsettled mind began to think- "Does the fact that the light went out mean there is no power to the entire system, or only that the silly little bulb burnt out?" I didn't install it, so I didn't know. The rest of the trip home was made with a much greater degree of paranoia, but we arrived safely.

After we got home I decided to see what happened. With a circuit tester I found there was power to the switch when the ignition was on. I decided the only sure way to know if the switch worked was to test it. I did not want, however, to fire off my five pounds of Halon.

I disconnected the tubing from the plunger mechanism and then unscrewed the mechanism from the Halon bottle (this, of course, could only be done ½-turn at a time as is usual and customary in Lotus cars). With the plunger mechanism safe in my hand I instructed my faithful (and patient) helper to "push the button". She pushed the button, the plunger fired- IT WORKED!! ...the mechanism started getting warm in my hands.

"Turn it off" I said,

"It won't turn off" she said, "the switch is stuck"

the plunger mechanism is getting hot

"Push on it" I said

"It won't work"

I could no longer hold on to the devilish device so I dropped it and pounded on the switch myself with no results. I grabbed a pair of scissors and with some difficulty sawed through the ground wire from the mechanism. Whew! (It was too hot to touch for about 15 minutes).

Well, I now knew that even though the light was out, the system would have worked. The bulb in the switch had just burned out. And it had only taken about an hour to come to this enlightenment!

There was of course a small residual problem. Although it turned out the system would have worked, it certainly didn't work anymore!

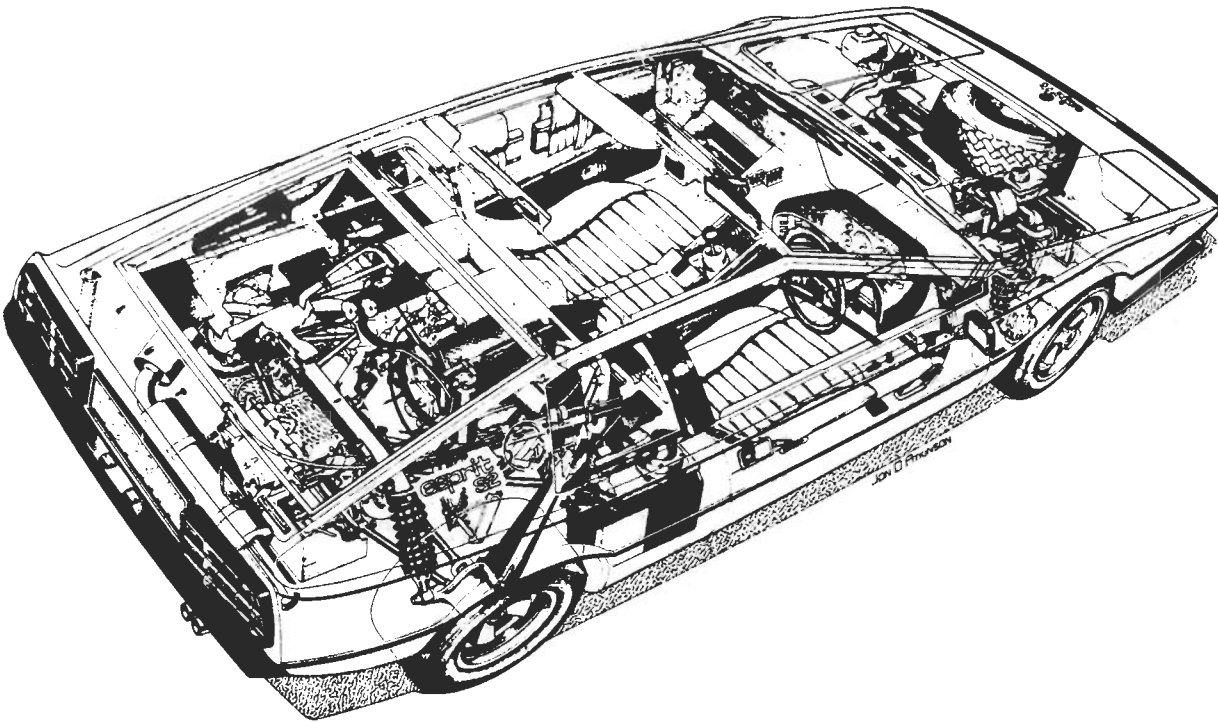
Well, to make a long story a little shorter...

I removed the switch, it was simply broken. It had apparently functioned one time in its life, and, having done so, committed suicide (how this switch knew it would end up in my car I will never know).

I replaced the old switch with a new one from Radio Shack. This, of course was not an identical switch and required minor modification (for mounting purposes), soldering of three wires onto three very small terminals on the switch (oh, sure I can solder, if you don't mind lumps of solder the size of your thumb), and lying on the floor of the car with my head under the dash and my feet on the seat headrest for longer than I care to think about, even now, three years later. And, of course, I had to replace the severed ground wire and reassemble the plunger mechanism to the Halon bottle ($\frac{1}{2}$ -turn at a time).

Anyway, approximately five hours after I started this endeavour I had a renewed, functioning system (I tested it, believe me) with a new switch, with a light that worked!

Net result after five hours...I changed a light bulb.



Congratulations to Bob Crichton, whose Seven was voted Best in Show at the classic car display in conjunction with the Vintage Races at SIR last month- he beat out some very nice cars, too (like an Alfa Junior Zagato whose owner spent nearly the entire day I was there, Saturday, cleaning and polishing his car!).

This is the first of a regular series for Lotus Lines, to cover the current values and trends in the Lotus market, both locally and in the broader sense, through the US and overseas; I also hope to focus in each column on a specific Lotus model in detail, discussing both current values and my projection for future action on that model. At this point, therefore, I should state that unless otherwise attributed, any opinions expressed in this column are my own, and they are opinions, not investment advice. So, no complaints if you can't retire off the killing you make in the Lotus Market per my buying suggestions! (but I'll bet there are a few people who wish they'd bought early Elites a few years ago when I highly recommended them, and they were still reasonably priced).

Investment in Classic Cars has seen a phenomenal increase in the past few years, with some marques and cars leading the way- Ferrari, Maserati, AC Cobras, American musclecars, Aston Martins have all jumped in value, and multi-million dollar cars are now becoming a commonplace on the international auction scene. While Lotus cars have not increased by quite the percentage that some of the others have, we have seen some models attain prices far far above what would have been imagined just a few years ago (a case in point being the Lotus Mark 14, i.e. "early" Elite or Climax Elite, which I'll cover as this issue's featured Lotus). Much of the demand, and subsequent inflation in values, has been fueled by overseas demand, coming primarily from Japan, Germany, Holland, and the return of many Lotus back to England, either to remain there or for restoration to be resold to the other countries I just mentioned.

As a result, and coupled with the fact that so many parts are available for restoring the earlier cars (to define terms- the cars produced by Lotus prior to their move "up-market" in 1974 with the introduction of the Third-Generation cars, the Elite, Eclat, and Esprit, are referred to by the Lotus community and by Lotus themselves as Classic Lotus, and this is the term I'll use from here on) mean that restoring a basket-case Elan, Plus Two, Europa, or Seven is now definitely financially viable, whereas just a few years ago the cost of a restoration, even with the owner doing much of the work himself, would not have been reflected in the new value of the restored car. The fact that Lotus still supports the Classic Lotus, and in fact has initiated the renewed production of some parts which have been unavailable for several years, in support of models which have been out of production for a minimum of 15 years, is really quite amazing when compared with other auto companies, and makes a ground-up restoration a feasible project.

To turn to this column's featured Lotus, the early Elite.....

The Lotus Mark 14, as you may know, debuted at the Earl's Court Auto Show in October 1957, but then delays caused by problems in preparing the new model for production meant that it did not become available until early 1959. Production ended in late 1963, with approximately 1000 cars built. Of this number a surprising high number of cars have survived- the soon to be produced worldwide roster of Elites, from Club Elite USA will contain over 600 chassis. Not all these are complete running cars by any means, but a high percentage are.

While values for early Elites were static for many years, it has been "rediscovered" now as a Classic (and in fact is the only

Lotus at present that is classed as a Milestone automobile). If you attended the All-British Field Meet in Portland in 1985, when Lotus was the honored marque, you will recall the light blue Elite displayed by John Gough of Beaverton, Oregon, the only Elite in the Meet and recipient of the People's Choice award for Best Lotus in the Meet. John was offering the car for sale at that time, as he had off-and-on for several years, for \$12,000. He had indicated to me that he would accept \$11,00 for the car, and this was within the range of \$10-\$12,000 that other Elites of similar condition were offered for at that time, but he could not find a buyer in this country, and the car eventually went to a Japanese buyer (for \$13,500). Prices began escalating soon after this, and within the past two years have suddenly shot up, to the point where the British price guides now list the value of condition 1 Elites as £30,000, and a newly restored car was offered in the July issue of Thoroughbred and Classic Cars for £37,500+, which at current exchange rates is over \$60,000! The valuation of a condition 3 car (i.e. one basically complete, but in need of complete restoration, and barely or not running) is now £10,000 or c. \$16,500, and actually this would be a bargain; the availability of parts for a car which has been out of production for over 25 years now is very good, with gradual reproduction of the few now-unavailable parts being undertaken by the main Elite parts suppliers (Miles Wilkins of Fiberglass Services in England, and Bill Hutton of Hutton Motor Engineering in Tennessee), and by individual Elite owners with the expertise to manufacture such items as tunnel covers, door panels, moldings, etc. Virtually all parts for the Elite's Coventry Climax engine are also available, with the exception of blocks, and there is even talk of reproducing a limited run of that item as well (which won't be cheap). The availability, and still-reasonable cost of parts, and the utter simplicity of the car itself, mean that a condition 3 car could be fully restored now, by a professional shop, and be worth double the final cost of car and restoration. Needless to say, this fact means that there are very few non-restored Elites left worldwide; those cars that have not already been restored no doubt will be in the near future, and none are presently for sale (in fact, the most recent issue of the Club Elite US newsletter was the first issue in several years, that did not have a single Elite offered for sale, as now any Elite for sale is sold immediately, for full or about asking price. I called on a car that had been offered in far northern British Columbia last year- it had been advertised in one of the British auto magazines, and was sold immediately to a Swiss buyer.

There are a surprising number of Elites in this area- I know of at least a dozen in the Pacific Northwest, with one each in Oregon and British Columbia, and the rest here in Washington; this would make for an impressive Elite Meet if we could get all these cars together sometime! (perhaps at the All-British Meet in 1990).

Your comments and suggestions for this column are welcome- if you would like to see a specific Lotus covered in-depth let me know. In future column I will include data on any and all Lotus of the featured model for sale at that time, both in the US and overseas (something I couldn't do this time, since at this time I know of no Elites for sale).

13th Annual All-British Field Meet Portland, Oregon
Labor Day Weekend September 1,2,3
Saluting MG, with a special tribute to TVR

As this is being written, on the eve of the premiere Western Washington All British Meet, we have just received details and the entry forms for this years Meet in Portland. Being run to the same, tried and highly successful format as in years past, Friday night the 1st is the no-host cocktail function at the Red Lion Lloyd Center from 7-10pm. Saturday the 2nd will see the car display, at Portland International Raceway, running from 8am to 4:30pm, followed by the awards banquet at the Red Lion. Sunday will include a Rallye running from the Red Lion to conclude at PIR, and at the track itself the Swap Meet, Cars for sale, Funkhana, and slalom set up on the track, a model car concours, with awards presentations for the Sunday events at 5pm. See the entry form for cost details, and note that pre-registrations are to be in by August 15th. Quite a few Evergreen Lotus members have attended this Meet over the years, and I think all would agree that it is a well-run Meet and worth the drive to Portland to attend on one or more days; for those going down this year, we'll make our usual trek to the Malibu Grand Prix track in Beaverton after the car display on Saturday, which is worth the trip itself!

MAGAZINE REVIEW Circle Track

This magazine, subtitled "America's Leading Oval Track Racing Magazine", is probably not the type of publication a Lotus enthusiast would normally read (I saw it on the grocery store newsstand for several years before I leafed through a copy), but if so you're missing a good source of information on tools, tips and techniques applicable to restoring and maintaining your Lotus. Recent issues have covered in-depth such subjects as: a guide to hand tools and pit equipment; cooling system design; auto electronics; and sheetmetal fabrication and welding, with tool survey (for you Seven owners). Articles are well-written and extensively illustrated, with parts sources quoted (and the advertisers in this magazine can supply all sorts of tools, custom radiators, fuel cells, trick suspension pieces, just about anything you might need). The latest issue, in fact (July 1989) does have a Lotus reference: as part of a series of articles in this Sheetmetal Special, an old-time master craftsman by the name of Lujie Lesovsky is profiled, who sounds like the US equivalent of Williams and Pritchard, the English panel-beaters who produced among other classic shapes the Lotus Eleven):

....He has friends and admirers in every reach of racing, including drag racing and Formula I, but especially Indianapolis, where he was famed not just as a builder but as a race car doctor. Indy cars found Lesovsky irresistible. For decades they threw tantrums and heaved themselves against walls just to have him pay a visit....One day in 1964, when he was employed by Ford and one of the irreplaceable Lotus-powered-by-Ford cars had found the concrete at the Wisconsin State Fairgrounds at Milwaukee, Lesovsky did such a job of rehabilitation that the Lotus designer Colin Chapman offered to trade Ford any two of his people if he could have Lesovsky. Chapman already knew Lesovsky's work. The previous year he'd told him he needed five fuel tanks and Lesovsky had started in at 3 o'clock in the morning. The following noon Chapman had examined the tank and pronounced it excellent. "In England it would take us three weeks to get this done," he said. "how soon can you get me the others?" "They're done, too," Lesovsky told him.

by Dave Larson

It's that time again folks! The annual LOTUS tour of the twisty back roads of Vashon Island will take place on Sunday, August 13th. This year we will have some very special entertainment for you. Each year the Vintage Motorcycle Enthusiasts club of Seattle has a day long tour of Vashon culminating in a display of the participants at Dockton County Park. We've been trying to coordinate our tour with theirs for the past couple years, but the VME is quite secretive about their schedule, not wanting half the King County Police force waiting for them. This is not a joint club effort in any way. We are just spectators who happen to be driving some interesting cars on the Island at the same time, doing our best not to slow down the pace through the corners. In the last few years there have been over 300 bikes on display. You'll see everything from a Harley built in the 1920's to the latest Ducati Hyper-Bike. The majority tend to be British Triumphs, BSA's, and Nortons. A few BMW's with side cars and Cafe-racer Moto Guzzis thrown in for added spice. Generic Japanese motorcycles are few and far between.

Now I know from conversations I've had at various Lotus Club meetings that many of you have been possessed by at least one interesting motorcycle in your past. We've all read descriptions of the Lotus Seven as a four-wheeled motorcycle, and let's face it, we're all just motorheads in general.

So come on out!

DIRECTIONS : Take the Spokane street exit off I-5 to the West Seattle Bridge.

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

We will try to catch the 10:30 AM ferry that leaves from the Fauntleroy dock in West Seattle. During the summer weekend there is usually a bit of a line up (especially with all those bikes!), so we'll leave our meeting place by 9:45 AM. My advice would be to try to get to Admiral Way by 9:30 AM (and that's on Sunday, August 13).

If you're late, follow the Spokane street bridge into West Seattle where it becomes Fauntleroy Way and stay on that road straight to the ferry dock. Once on the island, follow the motorcycles or stop at any of the real estate offices for a free map and go to Dockton Park.

So pack a picnic lunch (or stop at an island restaurant), fill up your gas tank (it's cheaper off-island and you won't have to worry about running low on the back roads), and cross on over to Vashon for a really unique event.

For further info call Dave or Alice Larson at 463-2816.

CIN	SWMT/NO	PROG. PHOTO	CONC. PHOTO	CLASS
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FOR OFFICIAL USE ONLY VIOLATORS WILL BE DRAWN AND QUARTERED, THIS MEANS YOU!

MAKE ALL CHECKS PAYABLE TO, AND MAIL ENTRY TO:
ALL BRITISH FIELD MEET™
 P.O. BOX 230183
 PORTLAND, OR 97223

PHONE INQUIRIES:(503) 244-2580

VEHICLE ENTRY INFORMATION

BRITISH BIKES

\$15.00

\$25.00 \$10.00 \$10.00 \$10.00 \$10.00

ENTRY FEE ADD'L CAR ENTRY FEE

CONCOURS TRIUMPH CONCOURS M.G. CONCOURS JAGUAR CONCOURS

Photo Concours Picture INCLUDED

YES NO YES NO YES NO

AMOUNT REMITTED

CAR MAKE	MODEL	BODY STYLE	COLOR	YR	CLASS	ENTRY FEE	ADD'L CAR ENTRY FEE	A-H CONCOURS	TRIMPH CONCOURS	M.G. CONCOURS	JAGUAR CONCOURS	Program Picture INCLUDED	Photo Concours Picture INCLUDED	AMOUNT REMITTED
1														
2														
3														
4														

REGALIA ORDER FORM

VENDOR SWAP MEET SPACE \$20	BANQUET \$22	MODEL CAR ENTRY FREE	ADD'L DASH PLAQUE \$5	FIELD MEET PIN \$3	FIELD MEET CAP \$7	TEE SHIRT \$11	SWEAT SHIRT \$15	SIZE XL L M S	COLOR WHITE BLUE	AMOUNT REMITTED
1										
2										
3										
5										
6										
7										
8										
9										

TOTAL DOLLARS REMITTED

Name _____

Address _____

City _____ State _____ Zip _____

Phone(____) _____ Bus/Phone(____) _____

Club affiliation (if any) _____

VISA
 MASTERCARD
 CHECK

CARD NUMBER _____ EXP DATE ____/____/____

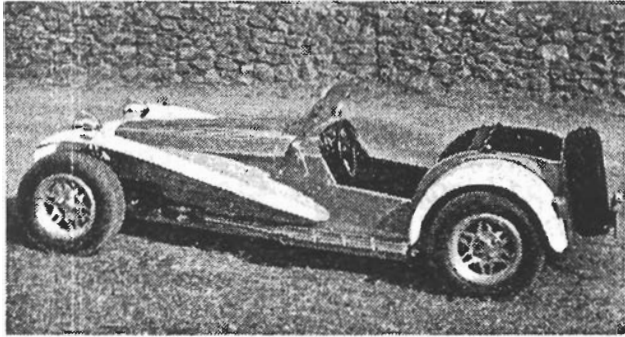
NAME _____ EXACTLY AS SHOWN ON CARD

SIGNATURE _____ OF CARD HOLDER

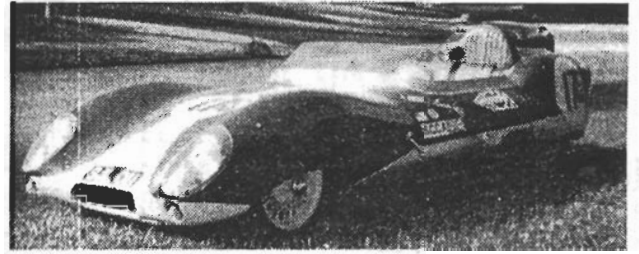
Please print or type ...All entries must be received BEFORE August 15th.

CLASSIFIEDS

1972 Europa - Big Valve TC - new dash, headliner, windscreen, battery - rebuilt suspension - 7000 miles on engine and trans. overhaul - \$8,000.00 - 822-5645



1977 Lotus Super Seven—Genuine Caterham, Polished aluminum/white. Twin-cam engine. All options, only 5500 miles from new. \$17,500. Consider interesting part trade. Contact R. Volkman, Rte. 9, Box 30, Spokane, WA 99208, 509/466-5404.



Westfield Lotus II—Fully constructed, runs great. Looks fantastic, no expense spared, for road, track or show. Call or write for details. Asking \$9100. Contact Sandy Leff, 15825 S.W. 82nd Ct., Miami, FL 33157, 305/255-5001.

EVERGREEN LOTUS CAR CLUB

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