

# LotusLines

March/April 1990

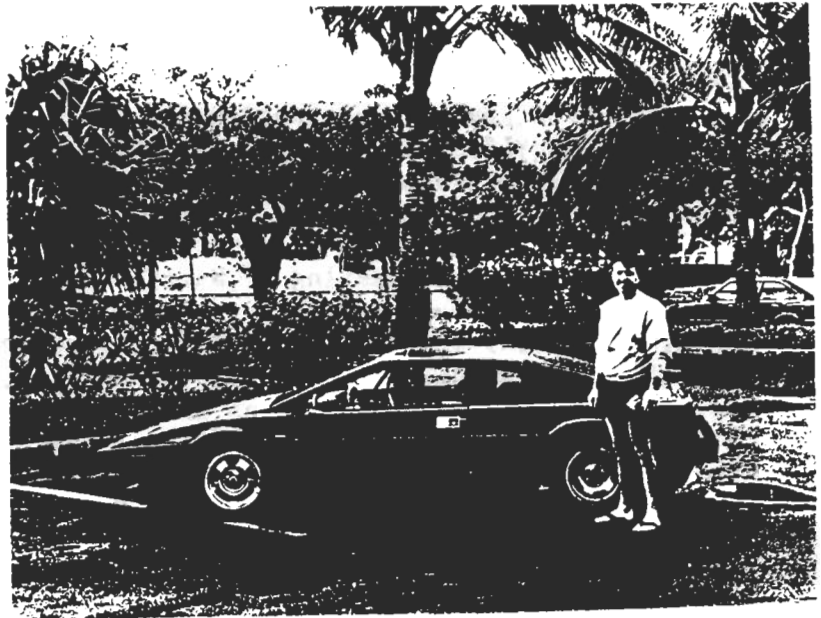
6th Year of the Club ... 39th Year of the Marque

## CHAIRMAN'S RAMBLINGS

by John Daniels

As usual I find myself amazed with how fast time has gone by and it's time to be looking at another newsletter. It seems even sooner this time with our first-ever cancelled club meeting in February. However we will be making up for this non-event by having two events in March, (the ocean trip & the meeting at Bayside). We have recieved renewal dues from over thirty members so far this year and have welcomed several new members in the last few months. Many of the new members have been forwarded to us by the folks at Bayside Lotus, it really is nice to have an active participating dealership in the area. Our most interesting method of gathering in a new member however, must be awarded to Alice Larson. (somehow this doesn't suprise me.) At the January meeting out at the Crichton's, Alice showed up in the seven with the top down. Minutes later Kim Kemmerer arrived in the driveway to admire the car and talk to Alice. He had been on his way to an appointment when Alice passed him going the other way. Without hesitation he pulled a U-turn and followed her. He doesn't own a Lotus at this time but we decided not to hold this against him and pounced on him to join the club which obviously he did , This is our kind of person. Welcome to Evergreen Lotus Car Club Kim.

Speaking of Alice and members she has recruited, the accompanying picture to this article is of Tom Wilke and his Lotus Espirit. Tom and Bobbie Wilke were recruited by Alice sometime ago I believe. They presently live in Kahuku, Hawaii and invite any club members to contact them if you are ever in the nieghborhood. We received this photograph from Bob and Shari Crichton who recently were in Hawaii and noticed a familiar shape under a car cover in the parking lot of the condo they were staying in. A little detective work and they found Tom and Bobbie. Alice is also sorta responsible for Nikki and Myself being in the club.



Way back in August of 1985 I heard a rumor that Lotus was going to be the honored Marque at the all British Field meet in Portland on Labor day. In conjunction with this I was told that the local Lotus car club was going to conduct a caravan with the B.C. club down I-5 that friday. Having just purchasd my first Lotus, I thought this was indeed going to be a historical sight. At about 9:00a.m. that morning I excused myself from a company staff meeting and proceeded to an overpass in the southend with an excellant view both North and South down I-5. In spite of the rain I walked out onto this overpass, video camera in hand, at about 9:30 determined to record this great moment for history. By about 10:30 I realized that something had gone wrong for not one single Lotus had come by. Even then I still was not about to be denied. My obviously accurate informant had also mentioned that this caravan intended to stop for lunch at the world famous restaurant called "Denny's at Fife." Leaping into my Elite I dried off and decided to go out to lunch that day. Upon arriving at Denny's I finally found a Lotus or two,(actually there were about six). While I was wandering around looking at this great sight, a crazy woman with a bent valve from a Triumph on a string around her neck, came over and started a conversatiion with me. This led to lunch with the group and Nikki and I joining them the next day at Portland and a lasting relationship with the EVERGREEN LOTUS CAR CLUB. In case your wondering, I never did take any video tape of the cars. And so far no one at work has ever asked me where I was from 9:30 a.m. until about 2:30 p.m. that day. I guess I should get back to work and insert a little club business at this point.

#### Calendar of Events (Past, Present and Future)

March, 17th/18th Third Evergreen Lotus Car Club cruise to the ocean. (PS it was great, you should have been there!).  
March, Sat. 31st Lotus meeting, Bayside Porsche Lotus dealership, 517 E. Pike St.  
April, Sat. 21st Lotus meeting at Jim Taylors home.  
April, Sat. 28th Tulip run, please contact myself or Bob Crichton if you are interested.  
May, Sun. 20th Lotus meeting at Peter Miles home.  
May 31st and June 1st thru 3rd, West Coast Lotus Meet in Sonoma California.  
June, Sun. 10th Banquet at the General Petroleum Museum with the Morgan club. If enough people are interested in going to this banquet again we would have both events. I must hear from you right away if you wish to attend the banquet. It will cost \$15.00 per person and is well worth it in my opinion.  
June, Sat. 16th, Lotus meeting at Maury's and John's home.  
July, Sun. 22nd, Vashon run, Dave and Alice Larson hosting.  
August, Sat. 18th, Annual picnic at Terry and Lezlee's.  
September, Sat. 22nd, Bayside Lotus hosting.

We are planning to make copies of the complete membership list available to all interested members soon. This list will include names, addresses, phone numbers, cars, and other interests. If you wish to have any of this information deleted from your listing please call me no later than the end of April. Hopefully we can have the list available by the May meeting. This list will only be available by request to myself or Jim Taylor. If requested I will have them at the meetings or by mail if you pay the postage.

Congratulations to Pam & Steve Bator. They presented Bradly with a new sister on Feb. 5th. Our deepest sympathy to Terry & Lezlee on the passing of Lezlee's mother. Also, a get well to Ian Coad who broke his leg in two places while skiing earlier this year.

62 Lotus Super 7A RHD with Spare engine plus enclosed trailer  
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64 Lotus Super 7 with Cosworth engine 7,900 miles \$39,500  
(303) 674-0608 Does this make all current Seven owners feel a bit richer?

New member Dennis Howell is in the process of rebuilding a Twin Cam Europa and would appreciate any help anyone will offer. When completed he wishes to sell the car. In closing I would like to once again ask for some of the silent majority out there to come forward with ideas/plans for some club events. Remember that a running Lotus is not always needed to have fun. A final thought is that some of you have still not sent in this years dues. This is your last newsletter if we don't hear from you soon.

#### NEWS FROM CANADA by Terry Elmore

There two upcoming events being hosted by the Lotus Car Club of British Columbia we would like to bring to your attention.

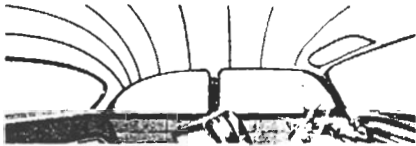
First is a dinner party to celebrate the 10th anniversary of the formation of the LCCBC to be held on Saturday, April 21st, at 7:30pm at the Boardroom, PNE Administration Building, Exhibition Grounds, Vancouver. Cost is \$20 (Canadian) per person. They request that you RSVP by April 15th to the club address: P.O. Box 46467, Stn "G", Vancouver, B.C., Canada, V6R 4G7, or call: (604) 731-6596.

Second is the confirmation that Graham Arnold and Pat Thomas will be returning to Vancouver for another Club Lotus Tech Session. This will take place on Saturday, July 14th and will be a full day event including lunch. Several Evergreen Lotus members, including myself, attended the abbreviated Tech Session these gentlemen gave in Vancouver on a week night last year. The support was so great for what was of necessity a rather rushed event that they promised to return for a full day event. The full schedule for the day has not yet been determined, but they have provided an extensive list of projected topics to total at least ten hours of formal presentations to be followed by the infamous "then after...", which in the case of the previous seminar lasted until well after 2:00 am. Pat and Graham will also be available all day on Sunday the 15th, so the LCCBC will be putting together a drive to a park or beach and a picnic/barbecue. Please RSVP as soon as possible to the address or phone number given earlier in this article.

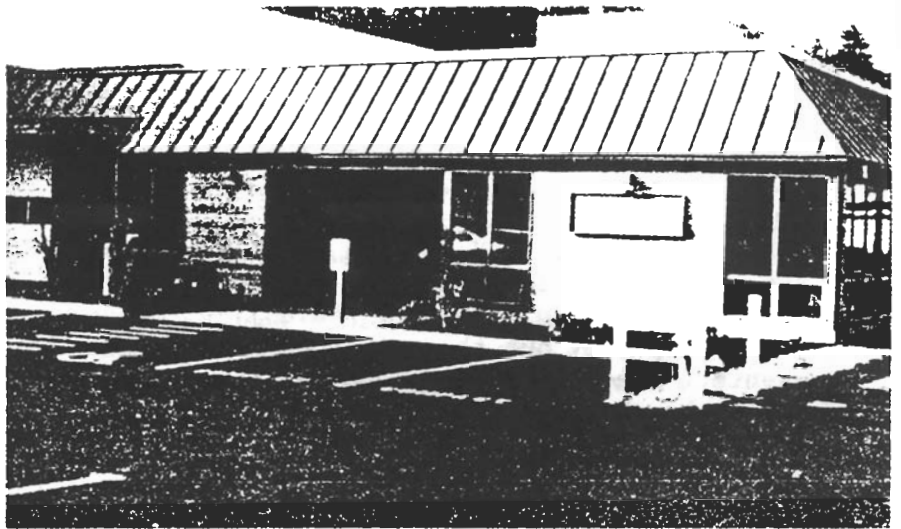
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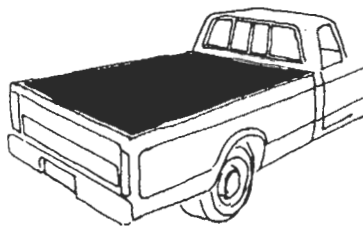
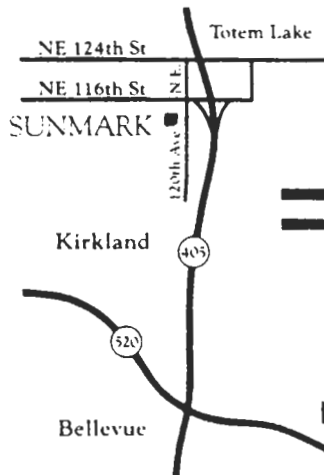


**Convertible Tops**

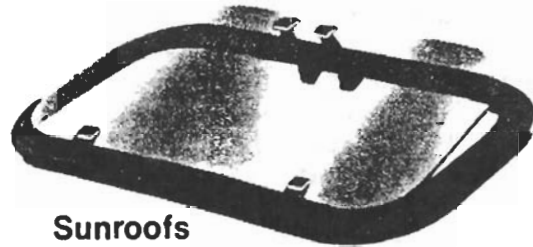


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LOTUS OWNERS PARTY IN PHOENIX AND THE  
PHOENIX GRAND PRIX FORMULA ONE RACE

by Maury Montag

Johanne and I went to Phoenix for the Lotus Owners Party and the Phoenix Grand Prix Formula One race.

Phoenix was sunny and warm the day we arrived (Wednesday). We drove from the airport to our hotel in the north end. On the way we stopped downtown. The soon-to-be Formula One track was today just city streets. We walked over to pit row and several teams were working on their cars. There was no activity in the Lotus pits. In the Benneton pits, Nelson Piquet was being fitted for his seat. John got his autograph (and to show off said "thank you" in Portuguese). We wandered around, found our grandstand and took a few pictures then left for our hotel.

Thursday was rather cloudy, but no rain and the sun came out off and on. We drove out to the Registry Resort where the Lotus Concours was being held. The Concours was somewhat disappointing. There were very few cars considering the hype and the event. There were four or five Europas, two Elans (one FHC, one DHC), one Plus 2, three 7's, two new Elites, two Esprits (non-turbo) and two Eclats. There were also about five or six Esprit Turbos, all pre 1988. On the other hand there were some nice Lotus racing cars. A Lotus 18, Lotus 97T (Elio de Angelio), three Lotus 23's, a Lotus 30/40 and two old Elites. The star of the show was a new red Elan (RHD). The most striking thing about this car is how short the hood is. The car is low, short and wide. I sat in the car. It feels low and snug. I found the top of the windshield to be right at my eye level, however. We can only wait and hope the car is up to all expectations in terms of performance.

Thursday night was the "Lotus Owners Party". This was quite a bash with free appetizers and drinks, then a barbecue dinner. All the food you could eat (and more) then the dessert on top of that. There was live music (country and western) and a few short speeches, including Warwick and Donnelly (we couldn't hear a word they said). We got Warwick's autograph and also Tony Rudd autographed an Elan sales brochure for us. Other people of note were, Hazel and Clive Chapman. Also... Bob Morris of Evergreen Lotus! All in all a very enjoyable party and after stealing, er... "acquiring" a few more momentos we headed back to our hotel.

Friday, the first day of qualifying, very interesting as there was a Minardi Team car with the best time until just before qualifying closed when Berger clocked the best time. The V8's weren't at much of a disadvantage in Phoenix. Friday also had IMSA qualifying, but to be honest we didn't even watch the IMSA race on Saturday. It was rather cold and cloudy, then later it began to rain. We went to a movie instead!

Saturday it rained. We went to final qualifying, but times were much slower than the day before. Only about 12 to 14 cars even came out on the track. That night was the Barret-Jackson auto auction. This was again at the Registry Resort. We stopped by in the afternoon to preview the cars. There was quite a collection with various Indy cars, Formula One cars, vintage racers and various exotics (see the list at the end of this article). The auction was quite a production, the auctioneers in tuxedos, the cars on stage under the lights and big time money (like \$565,000 for a Porsche 550 Spyder). It was very interesting to me as I had never been to an auto auction before.

Sunday was raceday. It was cool and cloudy again, but no rain. We went to the circuit about 11:00 am. Parking was no problem and I think we can say that in general the Phoenix GP was very "hassle free". The Phoenix GP is

a street circuit, which to "live" spectators means "limited visibility". Our seats were at the end of the first straight. We could see the end of the straight, a 90 degree corner to the right, another short straight and the beginning of a turn to the left (turns one and two). This was a good location however, as the first corner of the race is always exciting due to the density of the traffic as it goes through (and sure enough there was a minor "shunt"). Also the end of the straight is the site for many passes. We saw Senna pass Aleci (and Aleci pass him right back) and Mansell spun in flames right in front of us. There were several other passes here, but no others for first place. We also walked over to a few other viewing areas toward the end of the race so we got several perspectives. As everyone knows Senna won the race, but it took him almost half the race to get by Aleci in his Tyrrell (with a V8). Lotus had a very disappointing race as Donnelly's car didn't even start the race and Warwick lasted only four laps.

Well, four days of solid "car stuff". Phoenix gets rain only 19 days of the year and we were there for two of them. The Phoenix GP is probably overpriced (tickets up to \$200 per person), but this year at least there is a plethora of other events and it's easy to do. Parking cost \$2 on race day! (try parking downtown Seattle for \$2). Seating is numbered and reserved, and everybody (well almost everybody) speaks english. It's also a lot cheaper than going to Brazil!

LIST OF CARS AT SATURDAY NIGHT'S AUCTION IN PHOENIX

1 '59 ALFA ROMEO GIULIETTA CONV	29 '67 CORVETTE 427/435 456 REAR END	57 '62 MBZ 300 SL RDSTR
2 ** To Be Announced	30 '70 ALFA ROMEO GTA JR. 1300 COUPE	58 '67 JAGUAR XKE ALLOY BODY
3 '54 CORVETTE	31 '86 FERRARI 328 GTS SPYDER 17,800 MLS	59 '67 MCLAREN M-12 COUPE
4 ** To Be Announced	32 '65 CORVETTE VINTAGE RACER	60 '72 FERRARI 365 GTC/4 # 15479
5 '58 PORSCHE 356 A COUPE	33 '65 A.C. COBRA 289	61 '56 MBZ 300 SC COUPE
6 '67 LOTUS 51	34 '68 SHELBY COBRA GT 500	62 '70 MARCH 701 # 7 FORMULA I
7 '73 LAMBORGHINI ESPADA III	35 '68 COOPER ALFA T86C FORMULA I	63 '63 JAGUAR XKE RDSTR
8 '57 PORSCHE 356 A SPEEDSTER	36 '74 TOKEN FORMULA I	64 '70 FORD MUSTANG TRANS AM
9 '58 MORGAN VINTAGE RACER	37 '74 JAGUAR XKE V-12 RDSTR	65 '67 FERRARI 330 GTC # 9393
10 ** To Be Announced	38 '73 FERRARI DINO SPYDER # 05486GT	66 '55 CORVETTE RDSTR CONV # 005
11 '69 JAGUAR XKE RDSTR	39 '64 FERRARI 330 2+2 # 5659	67 '52 JAGUAR XK 120 FIXED HEAD COUPE
12 '62 LOTUS 23-B "C SPORTS RACING"	40 '51 ALLARD J2 RDSTR	68 '55 ASTON MARTIN DB2/4 DHC 24,000 MLS
13 '61 PORSCHE 356 D RDSTR	41 '54 PRAZER WASH TARGA FLORIO RACER	69 '75 FERRARI 308 GT4 COUPE # 09126
14 '50 JAGUAR XK 120 RDSTR	42 '90 CORVETTE ZR-1 ON MSO	70 '74 JAGUAR XKE SERIES III RDSTR
15 '66 SUNBEAM TIGER CONV	43 '64 ASTON MARTIN DB5 CONV	71 '88 LAMBORGHINI COUNTACH
16 '73 DETOMASO PANTERA 12.000 MILES	44 '47 KURTIS KRAFT INDY RDSTR	72 '59 ASTON MARTIN DB MK III COUPE
17 '68 PIAT FERRARI DINO SPYDER SERIES II	45 '73 LOLA T-330 F-5000 OPEN WHEEL RACER	73 '55 PORSCHE 550 SPYDER
18 '88 MARCH INDY CAR CART SERIES	46 '79 SPCN WASCAR CADILLAC	74 '75 HILL FORMULA I RACE CAR
19 '61 JAGUAR XKE FLAT FLOOR RDSTR	49 '83 PORSCHE KREMER CK-5 "C TWIN TURBO"	75 '54 ARNOLT BRISTOL DELUX RDSTR
20 '54 BUICK LA CARRERA VINTAGE RACE CAR	48 '56 MBZ 300 SL GULLWING	76 '60 ELVA DKW FORMULA JUNIOR MONOPOSTO
21 '52 JAGUAR XK 120 RDSTR	49 '61 LOTUS 18 FORMULA I	77 '86 FERRARI 412 STICK COUPE
22 '85 FERRARI 308 GTS I #58155 2,850 MLS	50 '57 TOJEIRO HOPE SPORTS RACER	78 '85 LOTUS 97 FORMULA I
23 '64 ASA FERRARI 411 COMP. ALLOY #01238	51 '66 LAMBORGHINI 400 GT # 01174	79 '66 JAGUAR XKE RDSTR
24 '55 ARNOLT BRISTOL BOLIDE RDSTR	52 '63 JAGUAR C TYPE REPLICIA	80 '81 THEODORE TY 01 FORMULA I
25 '54 ASTON MARTIN DB2/4 SALOON	53 '65 A.C. COBRA RDSTR CONV	81 '72 PANTERA GT VINTAGE RACER
26 '57 PIAT ABARTH ALLENMANO SPYDER	54 '64 JAGUAR XKE RDSTR	82 '57 AUSTIN HEALEY 100-6
27 '88 CORVETTE CONV	55 '65 PORSCHE 2000 GS CABRIOLET	83 ** To Be Announced
28 '59 A.C. ACE BRISTOL RDSTR	56 '59 A.J. WATSON OFFENHAUSER INDY 500	84 '85 FERRARI TESTAROSSA

VISIT TO DAVE BEAN ENGINEERING  
by Frank Grabner

I recently had an opportunity to make a trip to Santa Barbara which, as by now all Lotus owners know, is the home of Dave Bean Engineering. I couldn't let myself be so close to the place that has had such a major impact on my VISA account without stopping by to check it out.

Of course I knew very little about Santa Barbara and its streets, but I had the address. As seems to often be the case, I found it by accident while on my way to someplace else. It turned out to be about a block inland from the Santa Barbara Inn, which is right on the beachfront.

I walked in near closing time and introduced myself to Jeff and John who handle all the phone-in parts orders. I felt as though they were good friends since we've been in close contact over the last few years and it was a pleasure to finally meet them in person. Jeff showed me the picture I'd sent him from my now famous Christmas card which he had proudly displayed on his bulletin board.

Things were slow and Jeff offered me a tour through the "plant" which consists of an apparent combining of several storefronts which were acquired gradually over time. The facility was near the size of your typical grocery store with numerous rows of stock bins full of parts. My impression was that they seemed to have most everything required to build up a car short of the body itself. I saw stock of all Esprit parts that I had ever run across (and I've seen most all of them!) and there was even a chassis in stock. In addition to all factory parts, they have other "accessories" that can be added such as Turbo style louvers, NACA ducts, air dams, bumpers etc. They seem to enjoy developing various widgets for cars such as adjustable cam pulleys and belt tensioners that are better than original. Their process, then, is to try out their developments and then farm out the manufacturing process to someone else.

To my surprise, they do no repair work of cars on site and they are not a Lotus dealership. Instead they will do repair work on pieces sent to them but will not remove or install parts from an automobile. You can send them a head or a whole engine to work on, but don't show up with your car and say "fix this". Since most of us consider it a bit risky even to go to Portland, I don't expect this to be a problem for our members.


The quality of work done on sight, in my opinion, could be questionable. Although they have a dynamo, it wasn't working "at the moment" and I later found out it hadn't been run for several months. There was an appearance of a machine shop but I thought it was marginally equipped and the machinery looked well used and might have unknown precision.

My impression was consistent with my experience. Some of you may be familiar with my large burst of blue smoke on initial starting of my Esprit. During a full rebuild about three years ago, I sent the head to Dave Bean for them to do. I did the bottom end myself very slowly and carefully and had everything double checked by an experienced engine builder. I was assured that my work was meticulously done and I had every right to expect no trouble. After the engine was reinstalled with the Dave Bean rebuilt head, the blue cloud was born. I lived with it for a brief while, then removed

the head and sent it back down. They said they'd "tighten up" the tolerances of the valve guides but could see nothing wrong. The end result is that the problem persists. I've consulted with members of the national club and they see no other cause than poor workmanship. I've been advised to send it elsewhere or do it myself next time.

The negative experience with Dave Bean is mine only so others of you may have had excellent mechanical work done there. Take my opinions, then, with a grain of salt. After all, I cannot be too upset with any company that uses a picture of my car on their annual calendar. Apparently they were enamored with my "Women notice a man in a Lotus" license plate frame and used it on their 1990 calendar. I have extra copies that they sent me that I'll be glad to bring to the next meeting. I'll autograph them for a modest fee.

In conclusion, I got the distinct impression that Dave Bean lives mostly to handle parts sales and that other pursuits are more like hobbies to them. Jeff and John seem to have amassed a thorough knowledge of Lotus cars and all parts that make up one. They're also very useful over-the-phone consultants with any particular problem you might be having. And when it comes to parts stock and competitive prices, I'd say that Dave's place is pretty hard to beat!

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ALFA TRACK DAY  
by Terry Elmore

The NW Alfa Romeo Club has graciously extended an invitation for Evergreen Lotus Members to participate in their upcoming track day at SIR on Saturday, April 21st. This is a Driver Training Day which will be preceded by a Driver's Seminar on Tuesday, April 10th. Printed in this issue is an entry form including all the details on cost and rules for car and driver equipment. Pleasnote that preregistrations must be postmarked by April 10th as this event has always sold out early. If you're interested in participating you should get you entry in immediately. Unfortunately, the date conflicts with the LCCBC's anniversary dinner mentioned elsewhere in this issue. Although it would be possible to leave from the track event and drive up to Vancouver for their event (this would make for a tiring day!). With the ever increasing cost of track rental time (the Alfa Club cancelled their customary Fourth of July Track Day as SIR doubled the rates) it's more unlikely than ever that our club will ever be able to have a track day of our own. So, if you are interested in testing your Lotus at speed, under the proper conditions (which means a closed track), you are well advised to take advantage of such offers. The Alfa Club will be having a second track day in September to which we are also invited, more details on this later.

NINTH ANNUAL LACONNER TULIP/DAFFODIL RALLY  
HOSTED BY THE MG CAR CLUB N.W. CENTRE  
by Terry Elmore

This event which can almost be considered the kick-off event to signal the start of the sports motoring season. This annual event continues to grow in popularity with over 100 cars participating last year (with, sad to say, a complete absence of Lotus). This is one of a couple of annual events the MGCC specifically opens up for participation by all British marques and it would certainly be nice to see the premier British marque represented. There will be more discussion of this event at the March and April meetings. The rally is scheduled for Saturday, April 28th.

EDITORIAL COMMENTS AND MISCELLANEOUS STUFF  
by Jim Taylor

You will find this to be a rather large newsletter without too many pictures and frills. There was just too much information to be conveyed to the members and a lot of it has specific dates about coming events, so I just wanted to get the newsletter put together and get it out.

Someone at the March meeting made a comment that the newsletter is one month behind. This hadn't really occurred to me, but he was right. Since this issue is so event oriented, I am going to put together a more technical newsletter for the next one. I am also shooting to get the next newsletter out by the middle of May in order to get the date on the newsletter more in sync with the actual date that it gets to the members.

On this issue of the newletter I used a slightly smaller font size for printing it in hopes of using a little less paper. It is 12 characters per

inch instead of the 10 characters per inch that was used in the January/February newsletter. I will continue to use this size unless I get feedback to the contrary.

The April meeting is being held at my place. I'm not sure how many people are aware of the project that I have going with my '71 Europa S2. I know, you ALL have projects, but I'll tell you briefly about mine. When I bought the car in August of 1988 from Pete Larson it was already in pieces. The engine and transaxle had been removed. All of the suspension was in boxes. Stuff like that. So I decided to go ahead and take the Europa the rest of the way apart. It looked like it had had a hard life and needed a little TLC and a whole lot of work. Finally I have gotten to the point of putting it back together. It's current status is the frame up on sawhorses with the suspension, brakes, radiator tubes, shifting mechanism, and some other small things installed onto the frame. I hope to put it back down on it's wheels by the end of May, then install the transaxle and engine into the frame. So if you haven't ever seen a naked Europa, now's your chance.

A couple of reminders. First, there is a track day scheduled for May 13th that is being sponsored by Puget Sound Tire. Second, a new member (signed up at the March meeting) is currently involved in autocross with other cars and is interested in getting some of the Lotus owners involved in bringing there cars out. There will be more about this in subsequent newsletters. Lastly, the Vancouver All British Meet is being held on may 19th at the Van Dusen Botanical Gardens in British Columbia.

The June meeting being hosted by the Montag's will include a slide presentation of their four days at the Phoenix Grand Prix. It sounds like they had a pretty good time of it and I'm sure the slides will reflect some of the more interesting things that they saw in Phoenix.

I would like to extend special thanks to Maury and John Montag for writing about their adventures in Phoenix and to Frank Grabner for giving us an inside look at Dave Bean Engineering.

#### NEW LOTUS CLUB IN OREGON by Terry Elmore

Just received is the welcome news that a new Lotus club has been formed down in Oregon. Dave Alford has been listed for a number of months as the Oregon area contact for Lotus Ltd. and I've just received news that about 20 enthusiasts met on February 21st to form a new club. Judging by the enthusiasm shown by these charter members, it looks like they'll have more success in getting a club up and running than the old LOLO (League of Lotus Owners) did. As the Evergreen Lotus Club's liaison officer, I'll be maintaining contact with them and offering any help we can give them. They have already expressed their interest in having close ties with all of the other West Coast Lotus Clubs. I hope to see some of their members and cars at the West Coast Lotus Meet in June. With the extra enthusiasm that an active club brings, we'll no doubt see a greater turnout of Lotus at the All British Meet in Portland in September. More details in the next newsletter on that event. If you are interested in joining the new club, contact Dave Alford, P.O. Box 325, Lake Oswego, Oregon 97034.

# The 1990 Lotus Convention

(West Coast Lotus Meet)



## For Immediate Issue

### 1990 Lotus Convention

May 31, June 1, 2 and 3  
Napa Valley, California

The 1990 Lotus Convention will be held in the heart of the world famous Wine Country in the Napa Valley on May 31, June 1, 2 and 3rd, Thursday through Sunday. Lotus enthusiasts from around the world are invited to partake in this Lotus lovers paradise.

Hosting the 1990 Lotus Convention are members of Club Elite, The Golden Gate Lotus Club and Lotus West. Each day is filled with activities and events that will reflect a Lotus lovers dream. The 1990 Lotus Convention will be headquartered in San Rafael, just 30 minutes north of San Francisco and only minutes from the famous Napa and Sonoma Wine valleys.

The 1990 Lotus Convention begins on Thursday, May 31st in the late afternoon with Registration, Technical Seminars and Discussions on the various Lotus models and Opening Wine and Cheese.

On Friday, June 1st the 1990 Lotus Convention moves to Sears Point International Raceway for a full day of track sessions. Sears Point International Raceway is a 12 turn undulating 2.5 mile road course that features banked turns, blind uphill corners, diving righthanders and fast sweeping bends. It is truly a Lotus driver's course. Drivers will be divided into groups reflecting ability and car preparation. This entire day of driving will be capped with a Lotus California Bar-B-Que immediately in the paddock area of the track.

Saturday begins the third full day of the 1990 Lotus Convention. We will return to Sears Point International Raceway, where the 1990 Lotus Conventioneers will form a Lotus Corral and prepare for an informal Lotus People's Choice Concours. Then later in the morning Lotus Cars USA will introduce the new Lotus M100 Elan. This will perhaps be the first public introduction of the US version of this exciting new car from Lotus. In addition to all of these festivities the Historic Motor Sports Association, HMSA, will hold the Wine Country Classic Vintage Races at Sears Point. Featured are Formula Cars of all ages. Many Lotus cars will be participating in the Vintage Races as well! The Lotus Conventioneers and Lotus Vintage Drivers will form a Lotus track parade during the lunch break. The afternoon of Saturday the 2nd of June is offered as open activity time. Lotus Conventioneers can choose the activity of their desire from a list of events that will read like a menu of a fine French restaurant. Included will be a Wine Tour, a Redwood Run, a tour to the Mendocino coast, a trip to Sausalito and San Francisco, an Oyster Run, a drive on some of the finest roads offered in the entire US, watch the Vintage Races, and much, much more.

Saturday evening tops off the busy Saturday with a Lotus Banquet at the headquarters, beginning with a no host cocktail hour. After being seated we will repast on some delightful entrees. The evening will close with awards, introductions and some Lotus fun.

Sunday in the final day of the 1990 Lotus Convention is offered to the conventioneers as more open activity time. Added to the list of activities will be the Silverado Concours. This concours rivals the highly publicized Pebble Beach show. The Silverado Concours is only a short drive to Napa. Of course, there will be plenty of Vintage Racing going on at Sears Point as well.

Lotus Cars USA has indicated it will make every effort to make a new Lotus Elan available at the 1990 Lotus Convention. This may well be the introduction of the new M100 Elan in its U.S. version to the motoring public.

We are expecting in excess of 200 Lotus cars of which at least 50 or more will be vintage Lotus. The Convention will reflect some of the earliest cars right up to the newest. This is going to be a spectacular Lotus event. One that can not be missed by any Lotus enthusiast!

Advanced Registration is required (deadline April 10th). For information please write or call any of the three listed below.

Mike Ostrov  
6238 Ralston Ave.  
Richmond, CA 94805  
(415) 232-7764  
(415) 222-6437

Charlie Rockwell  
2240 DeLa Cruz  
Santa Clara, CA 95050  
(408) 988-6030

Kiyoshi Hamai  
775 Paul Ave.  
Palo Alto, CA 94306  
(415) 424-0333  
FAX (415) 852-9778

## Registration and Track Costs

Convention Fee (includes Bar-B-Que, events, Banquet, 2 day paddock Vintage Racing Tickets, Tech Seminars, more. Track Day is separate) is \$78.00 per person.  
Track Day Fee is \$115.00 per driver.

## Deadlines

Deadline for entry is April 10, 1990.  
Late Entry April 11 through May 15, 1990 with 50% late charge.  
No entries will be accepted after May 15, 1990.

## Limited Space

The Sears Point Track Day is limited to 125 entrants.  
The Lotus Convention Banquet is limited to 250.  
Only 75 rooms are available at the Holiday Inn Marin, (1010 Northgate Drive, San Rafael, California (415)479-8800), however there are other accommodations available in the area. You are responsible for making your own accommodations. The Holiday Inn Marin is offering a special rate: \$79.20 per night for double occupancy.

## Track Session (Optional)

The optional Lotus track session on Friday, June 1, 1990 will be held at Sears Point International Raceway (SPIR). SPIR is a 2.5 mile long 12 turn track that challenges the driver and car to the ultimate test.

The Lotus Convention track sessions will break drivers and cars up into three groups reflecting track and competition experience and car preparation. The Novice group will be for those with little or no track experience. The Intermediate group will consist of drivers with some competition experience, Solo I or Solo II or driver's schools etc. The Advance group will be only for those with competition licenses in cars that are race prepared. We will ask some of the advanced drivers to assist the members of the Novice group with the finer points of driving.

Please be aware that high speeds can be attained, that there is risk and danger involved. The number one goal is safety, not racing. Passing will be restricted to safety zones for Novice and Intermediate groups. Any behavior seen as unsafe will be grounds for dismissal. We can not emphasize the need for level heads and safety first attitudes from all involved. All cars must be safety teched prior to going onto the track.

## Track Session Restrictions

- 1) Minimum age for persons on the track or in the pit area is 18 years of age. Those under 18 are allowed in the paddock area under adult supervision.
- 2) No drugs or alcoholic beverages may be consumed at the track during the sessions.
- 3) All Drivers must be registered in The 1990 Lotus Convention.

### Track Session Driver and Car Safety Requirements

- 1) All occupants of cars must wear eye protection, goggles or shield.
- 2) All cars must carry a securely mounted 2.5 lb Fire Extinguisher.
- 3) All exposed headlamps must be covered or taped.
- 4) All hub caps, wheel covers and trim rings must be removed.
- 5) Tonneau covers are not allowed.
- 6) Battery must be securely mounted.
- 7) All loose items removed from passenger compartment and boot (trunk).

### Novice and Intermediate Groups

- 1) All occupants of cars on track must wear helmets. Minimum requirement is Snell '80 or better.
- 2) All occupants must wear seat belts, minimum 3 point (shoulder).
- 3) Roll Bars are strongly recommended for open top cars.
- 4) Driver safety gear recommended.
- 5) Tires: Minimum DOT approved, suitable high speed rated street tires only, in good condition.

### Advance Group

- 1) Advanced Group must use helmets Snell '85 or better.
- 2) All drivers must use a 5 point seat belt system, dual shoulder plus crotch.
- 3) Driver safety gear required, Vintage/SCCA requirements.
- 4) Cars must be prepared to race ready standards.

## For Registration Information and Forms Call or Write

Mike Ostrov  
6238 Ralston Ave  
Richmond, CA 94805  
(415)232-7764  
(415)222-6437

Charlie Rockwell  
2240 DeLaCruz  
Santa Clara, CA 95050  
(408)988-6030

Kiyoshi Hamai  
775 Paul Ave.  
Palo Alto, CA 94306  
(415)424-0333

# The 1990 Lotus Convention



(West Coast Lotus Meet)  
May 31, June 1, 2, and 3, 1990  
Napa Valley, California



Date \_\_\_\_\_

Amount Enclosed: \$ \_\_\_\_\_

## Convention Registration

Convention Fee (includes all events except track sessions): \$ 78.00 per Person

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone (Day) \_\_\_\_\_ (Evening) \_\_\_\_\_

Guest \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone (Day) \_\_\_\_\_ (Evening) \_\_\_\_\_

Guests (under the age of 18, please note age) \_\_\_\_\_

## Banquet Request (Note Quantity)

Prime Rib \_\_\_\_\_ Salmon \_\_\_\_\_ Vegetarian Pasta \_\_\_\_\_

## Track Session Registration - Friday, June 1, 1990 (Track Session is Optional)

Track Sessions Fee: \$115.00 per Driver (All Driver's must be registered for the Convention, see back for restrictions)

Driver #1 Name \_\_\_\_\_

### Track Experience

SCCA License \_\_\_\_\_ Vintage License \_\_\_\_\_ Solo I \_\_\_\_\_ Solo II \_\_\_\_\_ Occasional \_\_\_\_\_ Never \_\_\_\_\_

Please explain \_\_\_\_\_

Driver #2 Name \_\_\_\_\_

### Track Experience

SCCA License \_\_\_\_\_ Vintage License \_\_\_\_\_ Solo I \_\_\_\_\_ Solo II \_\_\_\_\_ Occasional \_\_\_\_\_ Never \_\_\_\_\_

Please explain \_\_\_\_\_

Car Make \_\_\_\_\_ Car Model \_\_\_\_\_ Year \_\_\_\_\_

Engine Displacement \_\_\_\_\_ Tires: Size \_\_\_\_\_ Mfr \_\_\_\_\_ Roll Bar \_\_\_\_\_

Modifications (Street modified, Race ready per Vintage or SCCA, etc)  
\_\_\_\_\_

Waiver and Release on reverse must be signed!

Make Checks Payable to the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011

Deadline: April 10, 1990

After April 10th add 50% Late Charge

No entries after May 15, 1990

### Track Session Description

The optional Lotus track session on Friday, June 1, 1990 will be held at Sears Point International Raceway (SPIR). SPIR is a 2.5 mile long 12 turn track that challenges the driver and car to the ultimate test. SPIR twists and turns through the oak dotted foothills, rising and falling as it twists to the left and right. The fastest portion of the track is through a righthander called turn 10.

The Lotus Convention track sessions will break drivers and cars up into three groups reflecting track and competition experience and car preparation. The Novice group will be for those with little or no track experience. The Intermediate group will consist of drivers with some competition experience, Solo I or Solo II or driver's schools etc. The Advance group will be only for those with competition licenses in cars that are race prepared. We will ask some of the advanced drivers to assist the members of the Novice group with the finer points of driving.

Please be aware that high speeds can be attained, that there is an element of danger involved. The number one goal is safety, not racing. Passing will be restricted to safety zones for Novice and Intermediate groups. Any behavior seen as unsafe will be grounds for dismissal. We can not emphasize the need for level heads and safety first attitudes from all involved. All cars must be safety teched prior to going onto the track.

### Track Session Restrictions

- 1) Minimum age for persons on the track or in the pit area is 18 years of age. Those under 18 are allowed in the paddock area under adult supervision.
- 2) No drugs or alcoholic beverages may be consumed at the track during the sessions.

### Track Session Driver and Car Safety Requirements

- 1) All occupants of cars must wear eye protection, goggles or shield.
- 2) All cars must carry a securely mounted 2.5 lb Fire Extinguisher.
- 3) All exposed headlamps must be covered or taped.
- 4) All hub caps, wheel covers and trim rings must be removed.
- 5) Tonneau covers are not allowed.
- 6) Battery must be securely mounted.
- 7) All loose items removed from passenger compartment and boot (trunk).

### Novice and Intermediate Groups

- 1) All occupants of cars on track must wear helmets. Minimum requirement is Snell '80 or better.
- 2) All occupants must wear seat belts, minimum 3 point (shoulder).
- 3) Roll Bars are strongly recommended for open top cars.
- 4) Driver safety gear recommended.
- 5) Tires: Minimum DOT approved, suitable high speed rated street tires only, in good condition.

### Advance Group

- 1) Advanced Group must use helmets Snell '85 or better.
- 2) All drivers must use a 5 point seat belt system, dual shoulder plus crotch.
- 3) Roll bars are required, legal height, size and material.
- 4) Driver safety gear required, Vintage requirements.
- 5) Cars must be prepared to race ready standards.

## Waiver and Release (must be signed to participate)

In consideration of being permitted to enter the 1990 Lotus Convention, or being permitted to compete, officiate, observe, work for, or for any purpose participate in any way in the event, the undersigned, for himself, his personal representatives, heirs and next of kin acknowledges, agrees and represents that he has, or will immediately upon entering any of such restricted areas, a continuously thereafter, inspect such restricted areas and all portions thereof which he enters and with which he comes in contact, and he does further warrant that his entry upon such restricted area and his participation, if any, in the event constitutes an acknowledgement that he has inspected such restricted area and that he finds and accepts the same as being safe and reasonably suited to his use, and he further agrees and warrants that if, at any time, he is in or about restricted areas and he feels anything to be unsafe, he will immediately advise the officials of such and areas:

1. Hereby releases, waives, discharges and covenants not to sue the promoter, participants, racing association, sanctioning organization or any subdivision thereof, track operator, track owner officials, car owners, drivers, pit crews, any persons in any restricted area, promoters, sponsors, advertisers, owners and lessees or premises used to conduct the event and each of them, the employees, all for the purposes herein referred to as "releasees", from all liability to the undersigned, his personal representatives, assigns, heirs, and next of kin for any and all loss or demands therefor on account of injury to the person or property resulting in death of the undersigned, whether caused by the negligence of the releasees or otherwise while in the undersigned or upon the restricted area, and/or, competing, officiating in observing, working for, or for any purpose participating in the event;

2. Hereby agrees to indemnify and save and hold harmless the releasees and each of them from any loss, liability, damage, or cost they may incur due to the presence of the undersigned in or upon the restricted area or in any way competing, officiating, observing, or working for, or for any purpose participating in the event and whether caused by the negligence of the releasees or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

3. Hereby assumes full responsibility for and risk of bodily injury, death or property damage due to the negligence of releasees or otherwise while in or upon the restricted area and/or while competing, officiating, observing, or working for or for any purpose participating in the event.

The undersigned expressly acknowledges and agrees that the activities of the event are very dangerous and involve the risk of serious injury and/or death and/or property damage. The undersigned further expressly agrees that the foregoing release, waiver, and indemnity agreement is intended to be as broad and inclusive as is permitted by the law of the Province or State in which the event is conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

The undersigned has read and voluntarily signs the release and waiver of liability and indemnity agreement, and further agrees that no oral representations, statements or inducements apart from the foregoing written agreement have been made.

Print \_\_\_\_\_ Signature \_\_\_\_\_ Date \_\_\_\_\_

Print \_\_\_\_\_ Signature \_\_\_\_\_ Date \_\_\_\_\_

**Make Checks Payable to the Golden Gate Lotus Club, PO Box 117303, Burlingame, CA 94011**  
**Deadline: April 10, 1990      After April 10th add 50% Late Charge      No entries after May 15, 1990**



# N.W. *Alfa Romeo* CLUB

The Northwest Chapter of the Alfa Romeo Club invites you to:  
**NWARC 1990 GRAND PRIX MOTORS/ALFA OF TACOMA DRIVER'S TRAINING**

Plan to attend the first NWARC Track Event of 1990! Seattle International Raceway (SIR) will be the site and April 21 is the date. NWARC has the talent to teach you to drive the track safely, and to make your first track experience positive. For the old hands, this event is an opportunity to clear the cobwebs and get your first open track time of the season. Ladies are particularly invited.

Cost (\$U.S.) of the April 21, 1990 Grand Prix Motors/Alfa of Tacoma Driver's Training Clinic is:  
Invited Marque Clubs: \$65/car (\$50, preregistration, non-refundable)  
Invited Club Members are requested to drive the car of their Marque Club.

Registrations are limited! First come, first serve, with a maximum of 30 cars for the Clinic and 50 cars overall. For the last two years, this event was sold out. Preregistrations must be post-marked by April 10. In addition to the hands-on driving experience, the program for the April NWARC General Meeting will be a special Driver's Seminar. Invited Club Members are encouraged to attend for no charge. Besides heavy emphasis on car preparation, a brief overview of safety procedures and the SIR configuration will be featured.

### Participant Rules:

1. Alcohol and drugs are strictly prohibited.
2. Helmets (1975 or later Snell rating) are required for driver and passengers. Eye protection is required for drivers of open cars (glasses suffice).
3. Open cars must have a roll bar. If you are fitting a roll bar for NWARC events, contact Joe Faherty, NWARC Competition Chairman, 206/848-8324, for specifications.
4. Seat belts are **required**. **For cars which were not factory fitted with three point belts, five-point racing harnesses are required (new rule for 1990).**
5. **All drivers are required to attend a driver's meeting** at the track.
6. **All drivers are required to work turns** at some time during the event.

In addition, a secured fire extinguisher is recommended. Bring a full tank of gas, increase your tire pressure to 35 psi (air is easier to let out than add at the track), change your oil/filter and bring extra oil. Safety check your car before the event. The Driver's Seminar will tell you how.

Tuesday, April 10, 1990, 8pm - Driver's Seminar Vince's Restaurant 2815 N.E. Sunset Blvd. Renton 226-8180 FREE! No-host dinner and refreshments available (not required).

Saturday, April 21, 1990 - Grand Prix Motors/Alfa of Tacoma Driver's Training SIR, Kent, Wa.

8am - Registration & Technical Inspection

9am - Driver's Meeting/Clinic Begins (Technical Inspection for non-clinic drivers continues)

11am - Second Driver's Meeting/Open Track

4:30pm - Track Closed/Social Hour

Questions? Call 392-9569 (Eves)

Sponsored by: GRAND PRIX MOTORS & ALFA OF TACOMA

Mail with check (no cash) to: Kim Buty, NWARC Treasurer, 8315 Jones, Seattle WA 98117

Name(s): \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Mail Code: \_\_\_\_\_ Phone: \_\_\_\_/\_\_\_\_

Marque: \_\_\_\_\_ Model: \_\_\_\_\_ Club Name: \_\_\_\_\_

Attending Driver's Clinic: \_\_\_\_\_ Have driven track w/NWARC before: \_\_\_\_\_  
(X) (X)

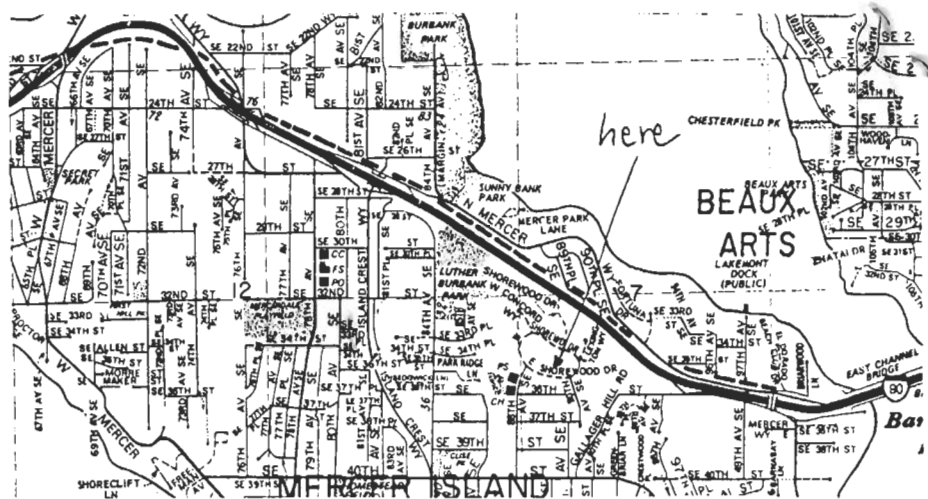
Would like one "open track" session after training to be speed controlled (80MPH top?) \_\_\_\_\_

Y N

Meeting Locations

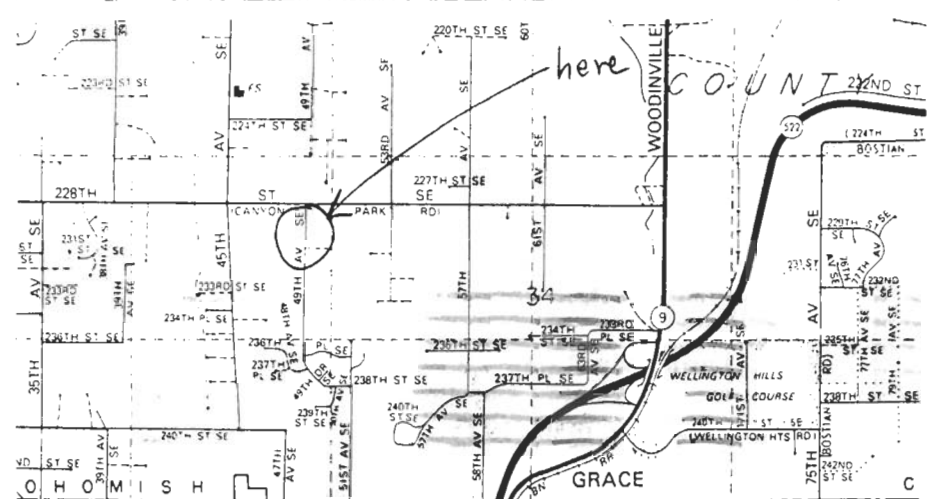
April Meeting

Sunday the 22nd at 1:30  
Jim Taylor  
9043 East Shorewood Drive  
Building 19, Apt #649  
Mercer Island, WA.  
(206) 232-2237  
Come in on 88th SE, turn right  
on East Shorewood Drive, I'm  
second building on the left.  
Park in any empty parking slot.



May Meeting

Sunday the 20th at 1:30  
Peter Miles  
23029 49th Avenue SE  
Bothell, WA.  
(206) 485-6810



**Club Officers: John Daniels, Chairman, 788-2729 - Nikki Daniels, Membership  
Terry Elmore, Club Liaison, 334-5768 - Jim Taylor, NewsLetter, 232-2237**



EVERGREEN LOTUS CAR CLUB

John Daniels, Chairman  
11232 312th NE  
Carnation, WA 98014



FIRST CLASS MAIL