



# Lotus Lines

November/December 1990

7th Year of the Club... 42nd Year of the Marque

## First Annual Evergreen Lotus Track Day by Rob Roberts

The First Annual Evergreen Lotus Track Day was held on Thursday, October 11th, and I think that everyone who attended would agree that it was quite a success. We didn't have as many cars as we'd hoped for, but that was understandable considering the short notice that we had.

It had been raining heavily for several days prior to our scheduled day, so it was a pleasant surprise to awake Thursday morning to a bright sunny sky. By afternoon it had clouded up, but the first drop of rain was not felt until around 5:05, five minutes after the close of the event, and it didn't start pouring until about 6:00. Luck was really with us this time.

I arrived at the track at about 7:45 and was greeted by Steve and Denise Worthington and Andy Shipp. We started setting up cones to mark braking points and other areas and were joined by Jim Taylor a little while later. We finished setting up at a little after 9:00, had a short driver's meeting, and then proceeded with the fun. Jim shuttled our volunteer corner workers to the various corner stations, and then the drivers took to the track. After an hour we stopped and brought the corner workers in for a break. We continued in this manner for the whole day, and everyone was able to get in as much track time as they wanted. (Well, other than Steve and Denise, whose BMW 320i emitted a huge cloud of bluesmoke during Denise's second lap, and then limped in to the pits.)

As I mentioned, our turnout was rather small. We had ten cars in attendance, six of them Lotuses. We had the Elans of Steve Lipp, Sadik Dobra, and myself, and the Sevens of Bob Crichton, Pete Wolf, and Andy Neilson. Bob's brother Scott, who is a driving instructor for some local police departments, brought his Mazda Miata. New member Brian Gordon had his Nissan 300ZX, and his brother Neil had his Corvette, which I believe was about a 1988 model. And Steve and Denise Worthington had their 320i. The BMW was the only car casualty of the day, although Brian and Neil both needed new sets of tires by the end of the day.

Many of our club members were very generous in offering their assistance as corner workers and helping in other ways. I would like to thank Gary Wood, Maury Montag, Andy Shipp, Lee Sutherland, Jim Taylor, Marc Wareham, Deanna Leon-Guerrero, and Sadik Dobra's friends (whose names I didn't get) for their invaluable help during the day. I would also like to thank Terry Elmore for his help with organizing the event. Unfortunately, Terry was not able to get the day off to attend. Finally, I would like to thank Steve and Denise, who drove quite a ways out of their way to pick up and return the radios that we rented for our corner workers. (Steve informed me that they had no problems making it home in their BMW, and in fact it completely quit smoking at about the halfway point of their trip home). You may have noticed the word "annual" in the title of this article. That's right, we're planning on holding this event at least once a year, and possibly even twice a year. We're also planning on hiring a professional driving instructor next time. So start getting those cars ready! We'd really like a better turnout next time!

## Chairman's Ramblings by John Daniels

Well it's time once more for me to get the computer warmed up and ramble on for about a page and a half. Even tho I rant and rave every time Jim calls up and informs me it is time once more for the Newsletter I will miss this project when our new chairman takes over in January. I do feel it is time for new leadership and want to remind all of you to talk to your choice for this fun position and arrive at our January meeting with willing nominees.

These last two months turned into outstanding LOTUS months with several fun events. As always the All British Meet at Portland on Labor Day was a good outing even tho we had a rather limited showing with only three Evergreen Lotus cars entered, (however they did come away with two prizes). Several of us continued the tradition of a EGLCC banquet at Sylvia's restaurant, (What ever happened to Terry & Lezlee?), and few good laps at the Malibu Raceway. My only real complaint is that I wish they would look at the idea of holding this event on a different weekend, as I wanted to attend the races being held in Vancouver B.C. at the sametime. On Sept. 22nd we once more had a conflict as our meeting at Bayside and the Overlake Mall Auto show were both scheduled at the same time. Nikki and I managed to stop briefly at the Mall and I was very impressed with the organization and the turnout. We definitely need to plan to enter this show next year.

Our October meeting was our Second Annual Chili Run starting at the Lakeside Deli in Kirkland, and ending at the High Bridge Cider Mill in Monroe. In spite of some rather nasty weather we had a large turnout of 16 people. The tour consisted of a good mix of typical Lotus tour cars; a Ford Taurus, a Subaru, a Seven, a new Elite, a Fiat, a Toyota pickup, and a Ford Mustang. Everyone had a good time and the Deli food is as good as Steve claimed and the cider is as good as my Grandfather used to make. Our next meeting is our Christmas party scheduled for Sunday December 16th, hosted by Bobbie & Noel Keefer. The party is Potluck with utensils and beverages provided. We invite all to bring a gift worth about \$10.00 to be exchanged during the party. Presents will be handed out and prior to opening them you may take a chance on bettering your gift by forcing a trade with the person of your choice, once only. Richard will explain this in much greater detail during the exchange. We also managed to bag three new members during this time period. Welcome to:

Bill Cook, looking to Purchase a 74 Europa as a winter project. He is planning to build a Corvette killer.

Richard & Sherri Fricks, 1988 Esprit. We found Richard at the above mentioned display at Overlake, with the only Lotus there, and pounced on him. Richard lists collecting things as his hobby.

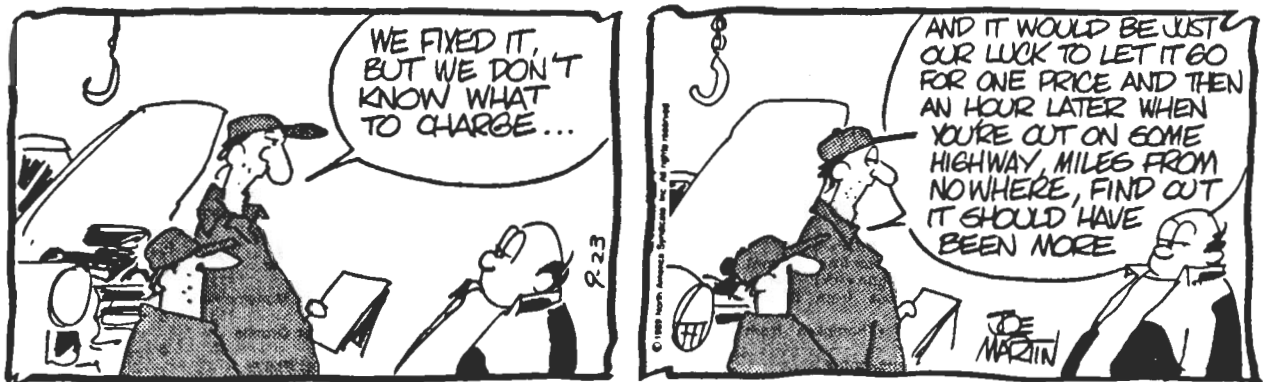
Stan Murray, 1956 Eleven LeMans.

Finally I need to comment on a nice letter I received from Mark Winston, the editor of LOTUS reMARQUE, pointing out an obvious error in our Lotus Lines header. We have been printing that this is the 39th year of the Marque all year. This can't be correct as the first Lotus was registered in 1948, Lotus Engineering Co. came into being in 1952, and Lotus Engineering Co, Ltd. was formed in 1953. Also, Group Lotus issued a 40th anniversary poster in 1988. With all these facts I imagine that we can assume this is the 42nd year of the Marque and change our header.

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

- February 18th, Lotus meeting, Terry and Lezlee Elmore's home.
- March 7th-8th, Camel Lotus Owners Party in Phoenix, Arizona.
- March 17th-18th, Third Evergreen Lotus Car Club cruise to the ocean.
- March 31st, Lotus meeting, Bayside Lotus.
- April 21st, NW Alfa Romeo Club track day at SIR.
- April 21st, Lotus meeting at Jim Taylor's home.
- April 28th, Tulip run, please contact myself or Bob Crichton if you're interested.
- May 13th, Puget Sound Tire open track day at SIR.
- May 19th, Vancouver BC All British Field Meet at Van Dusen Botanical Gardens.
- May 20th, Lotus meeting at Peter Miles' home.
- May 31st/June 1st thru 3rd, West Coast Lotus Meet in Sonoma California.
- June 10th, Banquet at the General Petroleum Museum is cancelled due to lack of participants from our Club and the Morgan Club.
- June 16th, Lotus meeting at Maury and John's home. Includes a slide show of their trip to the Phoenix Grand Prix.
- June 23rd-24th, SOVREN Vintage Racing at SIR.
- July 13th-14th, SOVREN Vintage Racing at PIR along with the Portland Historics.
- July 14th, Club Lotus Tech Session. Hosted by Lotus of B.C. in Vancouver. Please contact Terry for full details.
- July 21st, All British car meet in Bellevue. You should be receiving a mailing about this event within the next few weeks. The monthly club meeting will also take place during the Meet.
- August 18th, Annual picnic at Terry and Lezlee's.
- August 19th, Canterbury Faire British Car Exhibit in Kent
- August 28th, Bayside Lotus track day at SIR.
- September 1st thru 3rd, All British Field Meet at PIR.
- September 22nd, meeting at Bayside Lotus.
- September 22nd, a static display put on by AutoGear at the Sears Overlake mall. If anybody wants to display something, give John a call.
- October 11th, first all Lotus track day at SIR !!!
- October 21st, meeting will be held at the Lakeside Deli in Kirkland with a cruise to wherever on the backroads around Monroe after we eat some of their famous chili.
- November, no events currently scheduled.
- December 16th, combination November/December meeting and Christmas party at Noel and Bobbie's house. Date and map will appear in the Newsletter.
- January 19th, meeting at Bayside Lotus.

## WILLY 'N' ETHEL



## Portland All British Field Meet by Frank Grabner

Although I would probably not be considered the official reviewer for our club for this event, I thought I'd share my experiences of the meet for the sake of those who did not attend, or for those who did, but didn't participate in the activities.

My intended and I arrived at the Jantsen Beach Red Lion Inn (group rate \$49) Friday night and checked in. We immediately headed for the cocktail party to pick up our materials and see who else was there. We received our program and assorted other materials, key fobs, Castrol pens, 20/10 windshield cleaner and defogger, samples of Armour All, Turtle Wax, car wash, etc, all the usual trinkets. (I always enjoy the sack of Nalley's Picadilly potato chips!) There was the usual assortment of free food with fresh fruits, cheeses, dips, cold cuts and hot sliced roast beef. With a little effort, you could make up a very tasty dinner at no charge. The "instant prize winner" where everyone who shows gets to draw their own prize worked out pretty well. I got a pint of fuel additive for cleaning fuel injectors (just the thing for my Scirocco). They've really made an effort to make these prizes worth something and they've gotten away from the "booby" prizes they used to have in years past. The cocktail party is the sight of the photo concours which we spent some time reviewing and voting. My favorite was the "ghost driver in the sky" entry that showed a Lotus Elan coming down a mountain road with what appeared to be no one at the wheel! I think it was just the right combination of reflective angles. We mingled with a few of the "regulars" and were disappointed to find no other members of our club present. We headed up to the lounge and danced to a great band and had a few laughs with the group. Opening night is always fun because the British car enthusiasts pretty well overtake the bar for themselves. We called it a night at about 1:00 A.M. and went up to enjoy the view of the river from the room. The block of rooms was fabulous! Large bathrooms, dual sinks, makeup vanity, cable TV, balcony with sliding door. It doesn't get much better!

Saturday morning brought the all British car concours at PIR. This year's featured marque was Triumph with a "minor" for Sunbeam. There were once again over 500 cars present with many shining examples of most all marques from the obscure to the commonplace. Lotus-wise we had 11 who turned out. One perfect early Elite (1st place winner people's choice), one formula Ford (2nd place) and Bob Crichton's 7 (3rd place). one Esprit (mine), one very green Europa, one late model Elite, one very pink type 30/40, and 3 or 4 Elans and a white Plus 2 that could've passed for Terry and Lezlee's except that it was running. The day was warm and pleasant and everyone had lots of time to mingle and appreciate the cars. The concours awards were presented on the field at 3:00 P.M. As a side note, Dave and Alice Larsen entered their TR6 this year (because of the featured marque) and nearly ran away with the voting. Since Dave solicited support from Evergreen Lotus and the other usual distributions, they had 1st place nearly in the bag. However, upon inspecting the car, the vote was overturned by an official by disqualifying what he termed "one of the most disgusting examples of the marque!" We then headed back to the hotel for a little refreshing and returned to the track for the barbecue.

For those of you who aren't regulars at the event, the barbecue was a new twist. Traditionally, we would have a more formal banquet at the Red Lion. People tended to dress well and the food was first class. There was usually a

featured speaker of note who typically was a driver or magazine writer or editor. All of this was prefaced by another cocktail party, usually held in the garage where examples of the featured marque were on display, a jazz band would play background music, and a magician would rove from place to place.

This year's gathering was a bit different. Tents were pitched on the site and the banquet tables were set up similar to the past. However, the food was traditional all-you-can-eat barbecue! And food there was! The list is too long to detail but, if you have seen it at a barbecue, it was there. The meats were of the chicken and ribs variety and something else I didn't recognize but it tasted great. Of course all the usual salads, corn-on-the-cob, etc. We were lucky enough to seat ourselves with a group from Victoria and, as is always the case with Canadians, there was never a dull moment. By now we were pretty much used to the "where are the other members of your club?" question and we would just shrug our shoulders saying, although some were here, they preferred not to come. After thoroughly gorging ourselves, we settled in for the evening's entertainment.

I have to give the organizers a lot of credit because they have continued to improve things every year. The awards for the judged concours and all other awards took only 50 minutes to complete. The raffle has grown to the point that, if you buy a ticket (\$1 each), you win. We bought 2 tickets. Both were winners. We came away with a large Pendleton blanket and a box full of car care products which included cleaners, wax, car wash, vinyl cleaner, etc. We determined the prizes to be worth conservatively \$75. Not a bad return on a two dollar investment! There were also all kinds of tools, toolboxes, oil, sweaters, and what all to please most everyone. The raffle was conducted during dinner in 10 to 15 minute spurts so it didn't interfere with the evening's schedule. We then sat back for about an hour's talk by Brock Yates discussing life "in the fast lane". Among other credits, he was the script writer for the original "Cannonball Run" movie starring Burt Reynolds. In general, we found him a witty and entertaining speaker and he had us all laughing so hard our sides ached!


The banquet concluded, we adjourned back to the hotel for a swim (yes, it was still before 10:00 P.M.). Not wanting to oversleep, we made it an early night and set our alarms for the rally on Sunday.

We left the starting gate at the Red Lion at 8:26 A.M. We promptly blew it on the second turn and had to do some doubling back. We got back on course though and found ourselves on a beautiful scenic ride through twisty country roads with all the usual rally riddles to deal with. Of course we got confused and the rally was designed such that cars would pass by each other in opposite directions a couple times just to add that extra element of doubt. The driving itself was great fun due to the road selection which provided opportunities to drive the car nearer its limits while Ronnette hung onto the dash. All the check points were surprises so you couldn't cheat and further instructions were handed out there so you couldn't get "ahead". The rally finished at the track "in plenty of time to enjoy the day's festivities". We browsed through all the booths of new/used car parts and all the meet regalia, marque sweaters and trinkets etc. We then headed for the stands to watch some of the slalom where you could run the gates for time. I didn't compete (Esprits are too wide to effectively autocross) but I enjoyed watching the other amateurs "spinning" around the track. It really is amusing when

combined with the offhand narrative supplied by the tower announcer. The guy should be on Johnny Carson! For example: "That's Fred Smith in the pimento Mini. I think that's yuppie for red!" You get the idea.

We didn't stay for the awards for the slalom since we didn't know anyone who raced and instead called it a day and headed ourselves north on the freeway for Seattle.

As usual we had a terrific time. This was my 6th consecutive year to attend and I seem to have a little more fun each year. I would certainly recommend it to all of you and it would be a special treat to see someone else besides me attending the functions.

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Suggestion for Possible Event in 1991 by Terry Elmore

This event is nearly a year off, but... every year there is a tour of old homes in Historic Snohomish, generally on the last weekend in September and in conjunction with this there is a car show held on First Street (the antique store and tavern row) in downtown Snohomish, which gets bigger every year. It's a very casual affair, with people's choice voting. While the entrants are primarily street rods, there are always a few exotics. We would like to make this a club event next year. Lezlee and I will be hosting a brunch at our house in the morning and then a drive, via some fun back roads, to the show site. Once we're parked, you can do some antiques or go on the home tour and see some of the fine restored Victorian homes for which this town is noted.

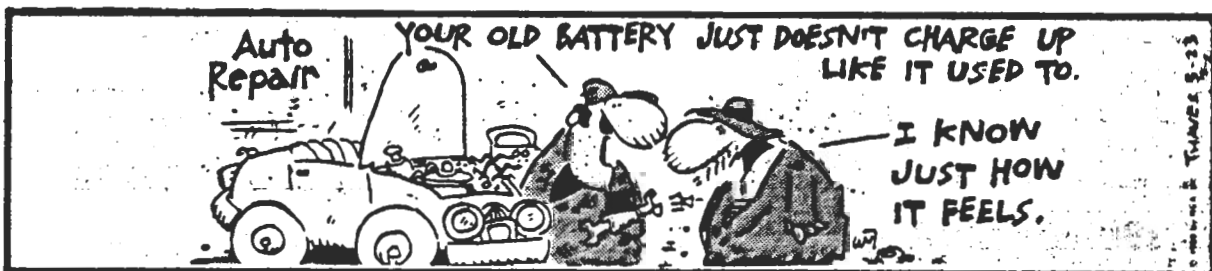
## Lotus Meet '91 by Terry Elmore

I have made mention a few times lately, the most recent being the September meeting at Bayside, that I would like to see our group organize and hold a Lotus Meet (as yet unnamed), in either the spring or early fall of next year. Evergreen Lotus would invite both the BC and Oregon clubs and perhaps have a tie-in with some other event like a car show, vintage race event, etc.

Evergreen Lotus was formed in May 1984, so we're now over six years old and I think well enough established that we should think seriously about trying to put on an event like this, rather than continuing to rely on other groups to do the major organizational work of putting on events and for us to show up solely as participants. One mark of an active and vital club is the ability to pull together to put on such an event and it can only help us in recruiting members to show that we actually have bonafide Evergreen Lotus events. One possibility (and I emphasize that at this point it is only a possibility, subject to much further planning and discussion, and the booking of a suitable date) is that this Meet could be tied in with another Driver Training Day at SIR, say on a Friday with the balance of Meet activities taking place on Saturday.

I hope you'll agree that this idea at least merits further discussion, which will take place at the next meeting (details of the meeting appear in this issue). So, be thinking of ideas for what you would like to see included, if such a Meet takes place. If it is to succeed, we will need several things - an immediate start on planning and organizing; a committee of volunteers to spread the load, as such an event will never work with only a few people trying to do everything; and sufficient interest expressed by the membership of the three clubs involved to ensure that the turnout will make the efforts worthwhile.

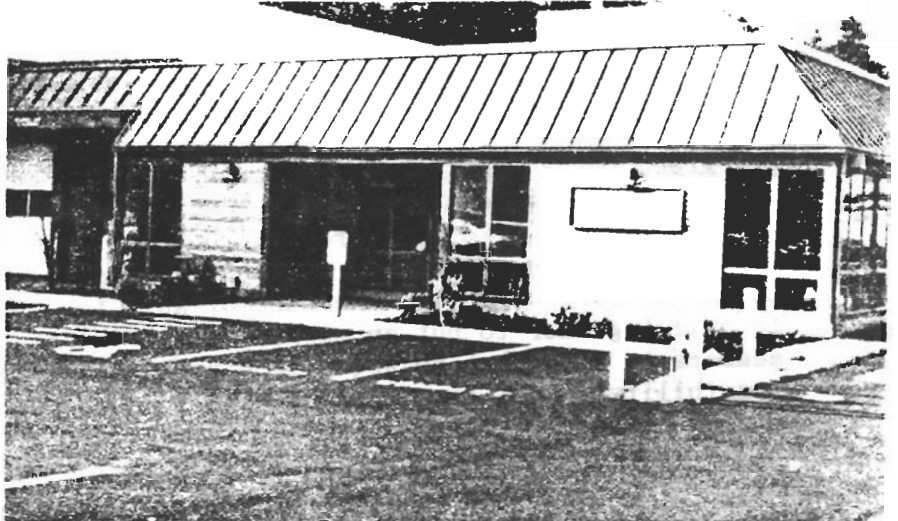
The West Coast Meet in 1991 is being hosted by Lotus West and will be held somewhere in the Los Angeles area (no word yet on where or on what specific dates or what events are planned). The distance involved makes it highly unlikely that there will be much, if any Evergreen Lotus representation at this Meet. I hope that my description of this year's Meet at Sears Point has got some of you thinking of attending the next Meet there in '92. I have just received a letter from Dave Alford, President of Club Lotus NW (the Oregon group), that they are organizing a bid to host the '93 West Coast Lotus Meet, to be tied in with the Vintage Races at PIR in mid-July (and presumably although he didn't mention it, the excellent Forest Grove Concours which is the same weekend). So, we have major Lotus Meets to look forward to in '92 and '93, but nothing for next year - let's do our share, and while I'm not looking for something on the scale of those meets, I think we can put on an event that will be a lot of fun and lead to much closer contact with our fellow enthusiasts to the north and south.



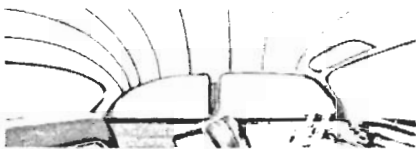
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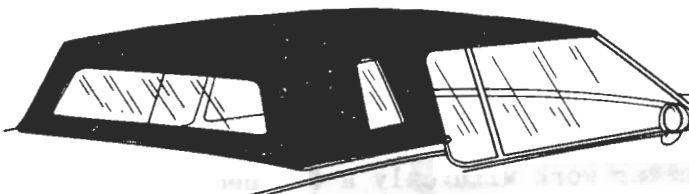
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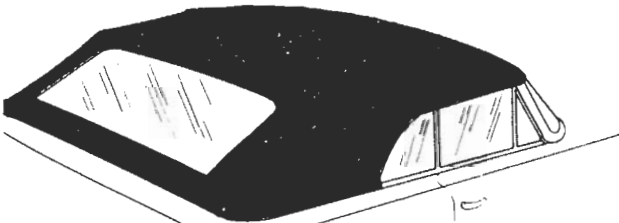
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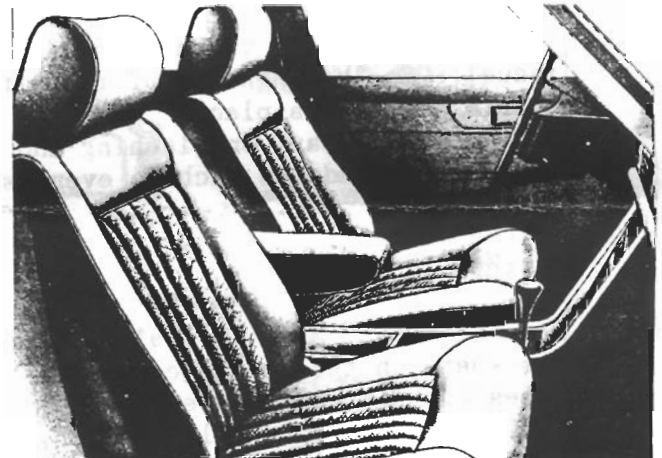
Headlinings



Landau Tops

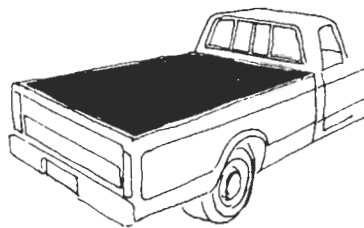
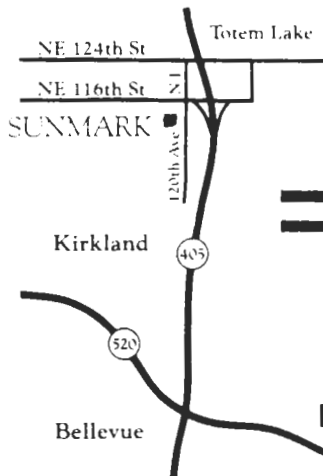


Convertible Tops

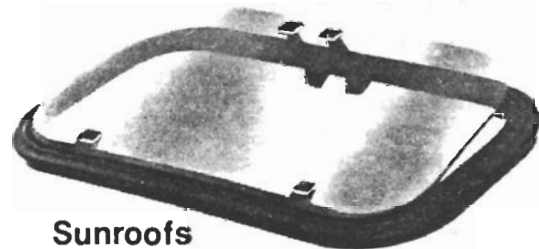


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## Insuring Your Lotus - an Update by Terry Elmore

There has been some discussion in the past regarding insuring club members cars - we ran a member survey a few years ago specifically to learn through which insurance carriers members had been able to obtain coverage for their cars. We learned that no one firm covered more than one member and that some members had been able to obtain their coverage only with the strict proviso that they not tell anyone else, as the companies involved didn't want any further business covering our cars! With this state's now mandatory insurance requirement, it's even more important that this issue be addressed and an interesting development has now come to light, reported in a recent issue of the Chapman Report (Golden Gate Lotus Club). Editors note: I have included the original article and charts from the Chapman Report.

I recall seeing a mention, earlier this year, that an insurance scheme was being set up through Lotus Cars USA to provide insurance coverage for Esprit Turbo buyers. I assumed that this was only for new car buyers as a means of removing a possible stumbling block for those who might not be able to obtain coverage through their own carrier, so I didn't pay any more attention to it.

Now comes the news that this insurance program is available for all Lotus cars, street cars, show cars, and race cars (storage, transit and paddock, but not on-track coverage for the latter), with rates and deductible based on a percentage of declared value (subject to appraisal if over \$30,000). As an example, if I were to declare the value of Lezlee's Plus 2 to be \$10,000, a policy covered up to 2500 miles a year would be \$125, with a \$300 deductible. Please note that this coverage is for comprehensive and collision only - you would still need to obtain liability coverage, but this should not be too expensive, especially if you already have several "regular" cars insured through your insurance carrier. The cost will certainly be less than if you were to try and obtain full coverage, even assuming your carrier would accept it. See the chart reprinted with this article for specifics on your model of Lotus.

The article stated that this program is not available through Lotus Cars USA, but must be obtained through a car club, specifically referring the reader to Lotus Ltd. I have just reviewed the last year's worth of their excellent newsletter and can find no reference to this. The insurance is being underwritten by Lloyds of London and offered through Cooper, Love and Jackson - I will be contacting the latter for more details and will report to you when I have them.

Lotus Insurance by Kiyoshi Hamai, reprinted from the Chapman Report, newsletter of the Golden Gate Lotus Club

Many Lotus enthusiasts have been tracking the developments of the so called Lotus insurance program. You may have seen press announcements in various major car magazines since the first of the year. Well, folks, it's here!

The insurance program offers coverage for Collision and Comprehensive (physical damage) ONLY! It is offered through Cooper, Love and Jackson and underwritten by Lloyds of London. Coverage is offered for ALL Lotus cars, street cars, show cars and race cars (not on track)! That means everthing

from the newest Esprit Turbos to the earliest mark 6. That means everything from a Type 100 Formula 1 Lotus to an early Mark 8. Cars of ANY condition can be covered, however verification of condition and collectibility may be required on older cars (photo is requested).

Now, note this coverage is only for Comprehensive and Collision (physical damage) normally with a two percent deductible and certain mileage limitations and there is no provision for liability coverage. Your liability coverage must be secured through some other carrier. Those that are familiar with insurance coverage will have noted that the cost of full coverage (liability, comprehensive and collision) is more than twice that of liability only. Therefore if the cost of the comp and collision portion of your insurance can be reduced there will be savings to be had.

The program is especially designed for Lotus owners, the loss experience will be closely monitored and therefore the premiums can be controlled to reflect Lotus cars and their changing value.

The program can not be offered through Lotus USA, but must be handled through a car club. Therefore to participate in the insurance program you must be a member of Lotus Limited (P.O. Box L, College Park, MD, 20740; Lotus Ltd dues are \$20 for initial membership and \$15 per year for renewals).

Quotations and questions concerning the program should be directed to: Bill Parish, Cooper, Love and Jackson, 1-800-274-1804. In the accompanying charts are some of the details on rates and deductibles. For a quote, contact Bill Parish at Cooper, Love and Jackson.

**RATE GUIDE FOR ALL LOTUS VEHICLES**

This is a schedule guide rates and underwriting in respect of all Lotus vehicles other than 1988 and on Esprit Turbos. Annual rates are based upon a deductible as a percentage of the insured value. Vehicle is subject to appraisals where the insured value exceeds \$30,000. Minimum policy premium of \$250.

COVERAGE	Storage	Storage	Limited	Limited
	Only	Transit Paddock	Road Use 250 mi/yr	Road Use 2500mi/yr
Lotus Race Car	0.50%	0.60%	-	-
Lotus 7's	0.50%	0.60%	0.70%	0.70%
Caterham 7 (73 on)	0.50%	0.75%	1.00%	1.75%
Elite ('57-'63)	0.50%	0.60%	0.70%	1.25%
Elan ('63-'73)	0.50%	0.60%	0.70%	1.25%
Europa ('66-'75)	0.50%	0.60%	0.70%	1.45%
Elite ('74-'81)	0.50%	0.75%	1.00%	2.00%
Eclat ('75-'81)	0.50%	0.75%	1.00%	2.00%
Esprit ('77-'81)	0.50%	0.75%	1.00%	2.00%
Esprit Turbo('81-'87)	0.50%	0.75%	1.00%	2.00%
Deductible	1.00%	2.00%	3.00%	3.00%

This is an exciting program and one intialized by Ron Foster, President of Lotus Cars USA. The program is reasonably competitive and allows and Lotus owner with a good driving record to secure insurance.

**Sample Annual Rates for Lotus Esprit Turbos (1988 on, including SE)**

AREA	DEDUCTIBLES		
	\$1000	\$ 500	\$ 200
<b>Area D</b>			
Chicago	\$4000	\$4200	\$4300
Boston			
Miami			
Detroit			
<b>Area C</b>			
Dallas	\$3400	\$3600	\$3700
Houston			
St Louis			
Atlanta			
Los Angeles			
New Orleans			
<b>Area B</b>			
Philadelphia	\$2700	\$2900	\$3000
San Francisco			
Baltimore			
Washington DC			
<b>Area A</b>			
All other locations (excluding the 5 boroughs of New York City)	\$2000	\$2200	\$2300

**DRIVER CRITERIA**

	Factor
1 accident	1.20
2 accident	1.70
3 accident	ROA
1 speeding	-
2 speeding	1.20
3 speeding	1.50
3+ speeding	ROA
DUI	Not Available
* Accident = Any amount paid over deductible (at fault over \$1000)	

## Editor's Notes by Jim Taylor

We will miss John as Chairman of Evergreen Lotus, he deserves a big round of applause for the job he has done for the Club. Just because John isn't going to be Chairman of the Club anymore doesn't mean that he can't continue writing articles for the Newsletter as well as any other members that want to see their names in print. I would like to once again extend my thanks to the members that have contributed to the Newsletter this year. There were some very informative and entertaining articles submitted by Club members. Keep'em coming!!!

The changes to the Newsletter header regarding the number of years that Lotus has been in existence that John brought to my attention, have been made in this issue. Since the Club was formed in May of 1984, I have bumped up our number of years as a club to Seven, also in the interest of accuracy.

I have included the entire calendar of events for 1990 in this issue of the Newsletter as a recap of the many things that have been done as a Club. Also, I put in events from Oregon, British Columbia and beyond so that you could see the what else happened this year.

The Portland All British Field Meet was a lot of fun. I feel that Frank Grabner pretty much summed things up in his article. On Saturday night I went to Sylvia's with the Daniels, Larsons and Crichtons. I had some good food, good wine and good conversation with my fellow Club members. Late Saturday afternoon John, Nikki, Bob, Shari and I went to the Malibu Raceway for a few laps. I had never been here and found it great fun (and slightly addictive) to run a few hot laps around the track. You never get going very fast, but it's pretty easy to get in over your head and spin out if you get a little over zealous. Too bad there isn't a Malibu Raceway around here. Oh well, I'll just have to get my Europa finished instead so I can run it at SIR on our next Driver Training Day (Track Day). Next year I'll see how the other half of the Meet participants live and join Frank and any other Club members that show up for the scheduled Meet festivities.

Just to let the other members of Evergreen Lotus know how enjoyable the Track Day was, I felt it was the highlight of the year of any Lotus related event I have attended. And I didn't even have a car to drive on the track! As Rob said, the weather was perfect. Bright sunshine first thing in the morning to dry up and heat the track. Clouds moved in late morning to cut the glare and keep things cool so that we had no overheating problems. Then the rain didn't come until after the last cone was picked up and everyone was headed home. Absolutely perfect! I was kept pretty busy since I had the only truck to haul corner workers and equipment around. So, I actually did get a few laps around SIR, but they weren't exactly thrilling in my 4WD Toyota. It was great fun to watch the cars going around the track at speed. Everyone improved there technique and lap times significantly by the end of the day. Both Rob and Pete Wolf were kind enough to give me a ride in their cars during the last session of the day. I felt very confident in their abilities and felt safe and at ease while they were pushing the limits around SIR. Thanks to both of you for the rides. I feel that I speak for everyone in the Club in extending

our thanks to Brian Gordon for his generosity in sponsoring the day at the track. Brian is a great guy and loves cars. Thanks a bunch Brian!

From my observations, there are a few things to keep in mind for next time. First, we could use some stopwatches and clipboards for the corner workers to keep track of lap times for the drivers by assigning certain corners to time specific cars. This way the drivers could have a more definitive way of determining their improvement throughout the day. Second, if someone has a portable gas powered air-compressor so that tire pressures could be changed quickly, that would be a big help. Tire pressure at the track is extremely important, not only to lap times but to the safety of the car and driver. Third, have a couple of extra five gallon containers of gas for those drivers that were having so much fun that they have forgotten to look at there fuel gauges for awhile. Fourth, if someone has a handheld video camera that they could bring to the track and film the participants, I think we would all enjoy it. I know it would be great to see myself driving on the track in my Europa and we could make copies of the tape available for other members. And finally, a big ice chest full of refreshments (provided by the Club and non-alcoholic of course) for everyone to enjoy. I am sure there are more ideas that will come up by the next Track Day. I feel that Rob and Terry did a great job of getting things organized so well on such short notice.

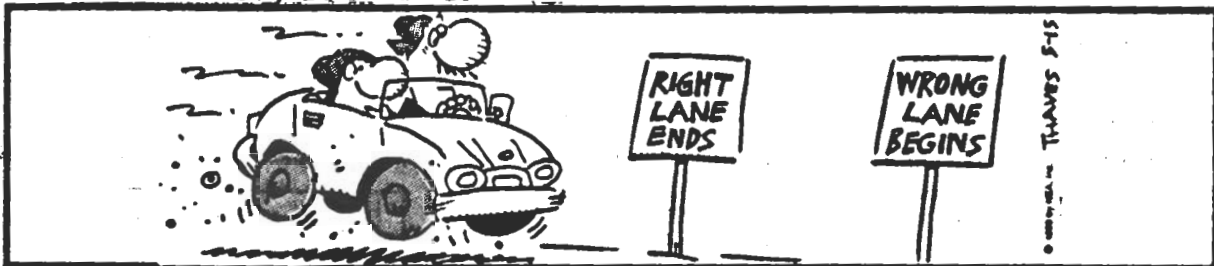
I know that taking a day off of work is hard to do sometimes, but an Evergreen Lotus Track Day is definitely worth it. It was great to be out there with others that all enjoyed and felt the same as I do about cars and driving. Next time, with a little more time to plan, we can have the Lotus Car Club of BC come again as well as getting a few members of Club Lotus NW to enjoy some track time with us in the future.

The last Newsletter had the wrong date for the October meeting, I'm sorry if this inconvenienced anyone, I will double check the dates in the future.

There is plenty of room in the newsletter to include any auto related advertisements, cars and parts for sale/trade, cars and parts wanted (needed!). The for sale/trade/wanted are FREE to all members of Evergreen Lotus. Also if you want to advertise your business or workplace, there is a nominal charge for members of the Club. So, if any of our members want to put an ad in the Newsletter, please call me, Jim Taylor at 232-2237. If I'm not there, leave a message, I promise to call you back.

As a reminder to all members of Evergreen Lotus, this is *your* Newsletter, its *your* way of communicating with the rest of the Club, use it to *your* advantage. Please feel free to make suggestions or comments about the Newsletter. Thanks.

**FRANK & ERNEST / BOB THAVES**



These were for sale in the Golden Gate Lotus Club's Chapman Report as of September 1990:

- 1977 Lotus Eclat (520) 65,000 miles, Webers, will sell to a good home only. Driven to work daily until owner retired. Owner maintained. Regularly autocrossed. SPAX adjustable shocks. European engine tune. Metallic blue finish. Gotti gold spoke wheels. Blaupunkt radio with Polk high quality speakers. Air conditioning, SMOG restoration equipment available. This is a clean, well maintained, 1980 restoration. \$15,000, (415) 967-6518.
- Two Mark I Cortina GT's, both for \$800, call Rudy or Yvonne at (916) 655-3555.
- 1969 Lotus 51C #51C217 Formula Ford, restored, original, everything correct, excellent for show or vintage, asking \$50000, Michael Rogers (805) 922-5302.
- Pristine Lotus Esprit S2 (T169). Rare golden metallic car - first registered in 1980 (built in 1979). This car has been fastidiously maintained and driven mostly on the highways (45,000 miles). It has been quoted as being one of the very best examples to be found in California and is as "loaded" as a Lotus can be - A/C, Blaupunkt sound system, factory manual, etc. I am selling the car as I cannot take it back to Norway (duties!). Serious proposals only - starting at \$18,000 call John Dibble, days (415) 986-0765, evenings (415) 941-5021.

These cars were for sale in Lotus ReMarque as of September 1990:

- 1974 Elite, needs restoration, \$3400 or trade for Europa in need of restoration, Greg, (803) 638-8914, leave message (SC).
- 1966 Elan Drophead, 52000 miles, recent restoration, new paint, fabric top, leather interior, very stock appearance, ultra-clean, \$18,000, John, (612) 699-1312 (MN).
- 1970 Elan S4, beautiful body (never hit), front turret broken, have Spyder chassis kit and all parts to rebuild suspension and hydraulics, many spares, best offer, Gary, (201) 604-8858 (NJ).
- 1985 Caterham 7, 10500 miles, TC power, long cockpit, meticulously maintained, electronic ignition, baffled sump, oil cooler, limited-slip differential, Spax shocks with adjustable springs, Goodyear NCT's, Compomotive wheels, heater, full weather gear, sell outright or trade for nice Elan convertible, Jon DePentu, (716) 484-1371 evenings (NY).
- 1961 Lotus Super 7 S2, black and aluminum, Ford 1500 engine, all road gear, some spares, recent restoration, \$19700, Dennis, (708) 888-8358 home or (708) 931-1555 work (IL).
- 1980 Elite, red, black leather, 5-speed, Dellortos, 47000 miles, excellent, \$14000, Thompson, (805) 688-4530 work, (805) 937-5153 home (CA).
- 1987 Esprit Turbo, red, 24000 miles, one owner, very good condition, new clutch, extended 6-year warranty, \$37000/negotiable, Niels Lund, (716) 275-4613 days (NY).
- 1972 Lotus 7 S4, TC engine, full restoration, BRG/beige, ATS wheels, 205/60-13 Gatorbacks, Konis, full weather gear, near showroom condition, \$27500, Rick Hinig, (216) 339-2001 home, (216) 364-6665 work (OH).
- Lotus Excel, total rebuild of Eclat to 1988 Excel SE specifications, includes new body, chassis, interior, suspension, 912 HC engine, drivetrain, PS, PB, PW, A/C, stereo, power locks and more, first in class at LOG X, immaculate condition, must sell, \$29500/obo, Roger, (708) 473-5652 (IL).

- 1971 Elan DHC S4 SE, Bahama yellow, black interior, very good original paint and interior, 3rd owner for last ten years, rust-free chassis, recent engine rebuild, Sprint cams, Strombergs with European manifolds, header, tight suspension, well maintained, offers over \$20000, Peter Stanwicks, (203) 688-9225 (CT).
- 1971 Europa S2, new paint (not perfect), new interior, rebuilt engine, \$5000/obo, Mark Doubet, (319) 377-7703 home, (319) 373-1425 work (IA).
- 1972 Europa TC, Bahama yellow, Oatmeal interior, cosmetically and mechanically outstanding, Konis, Astrali wheels, 205/60-13HRs, Claudius 4-2-1 header, adjustable lower links, Tiger CD ignition, strong stock Big Valve, totally rebuilt front end, tight shifter, solid 352 trans, \$10500 firm or trade up to an equally excellent Esprit S2, Bob, (303) 698-9175 (CO).
- 1978 Esprit S2, red, black interior, 34000 miles, exceptional condition, second place 1989 LOG concours, original except for conversion to European Dellortos, cooling system improvements, new Goodyear Gatorbacks and other new parts, includes factory spares, shop manuals and car cover, asking \$19400, Bob Pennell, (717) 236-1530 anytime (PA).
- Three Europa TCs, 1974 Special, black/black, 5-speed, big valve TC engine; 1974 Special, brown/black, 5-speed, big valve TC engine; 1973 JPS, #192, black/black, Weber, Rosie or Gary, (213) 278-9181 (CA).
- 1980 Esprit S2, red/black, A/C, sunroof, Dellorto carbs, new clutch, 31000 miles, driven daily, nice condition, \$10700, Bill Stump, (704) 586-6828 evenings (NC).
- Esprit S1, yellow/tan, S2 updates, no stress cracks, excellent original condition, 30000 miles, owned eleven years, \$13500 firm, Craig, (617) 934-5959 (MA).

#### Cars and things for sale from other sources:

- 1959 Lotus 18 F Jr Complete, Original. New brakes & Primer. \$75,000. 1960 Lotus Elite RHD New upholstery & paint \$35,000. Will consider offers and/or trades (209) 599-3095
- 1984 Lotus Turbo Esprit, Road and Track cover car Sept. 1985. We have the exact edition with photos. Lotus yellow 11,000 miles, one owner. Pristine condition! Also red/Tan 84 Turbo. Flawless \$27,900 or better idea. Trades gladly accepted. Kurt Hansen (415) 945-1067
- JD'S 40 PT. INSPECTION SERVICE Let me show you how to know what you are really buying when you look at a used car. Special price with this ad. John Daniels 788-2729

#### These parts were for sale in Lotus ReMarque as of September 1990:

- For Elan; roll bar, \$60 plus shipping, "Honest Jack", (216) 238-4383 (OH).
- For Europa; two brake servos, \$75 each, "Honest Jack", (216) 238-4383 (OH).
- For Europa; Renault CV-joint shafts and complete upper and lower A-arm suspension with aluminum calipers for Europa rear suspension conversion, \$120; Renault 395 5-speed for Europa S2 or Spyder conversion, \$500; front suspension, brakes, uprights, and steering; shipping extra, Mike Bucala, (313) 554-6688 work, (313) 522-8431 home (MI).
- For Europa S2; master cylinder, brake and clutch pedals, steering rack, new rear Konis (\$75/pair), front A-arms, rear frame cross member made from square tubing, Renault CV-joint halfshafts, fit Europa trans (\$80/pair), Mike Bucala, (313) 554-6688 work, (313) 522-8431 home (MI).

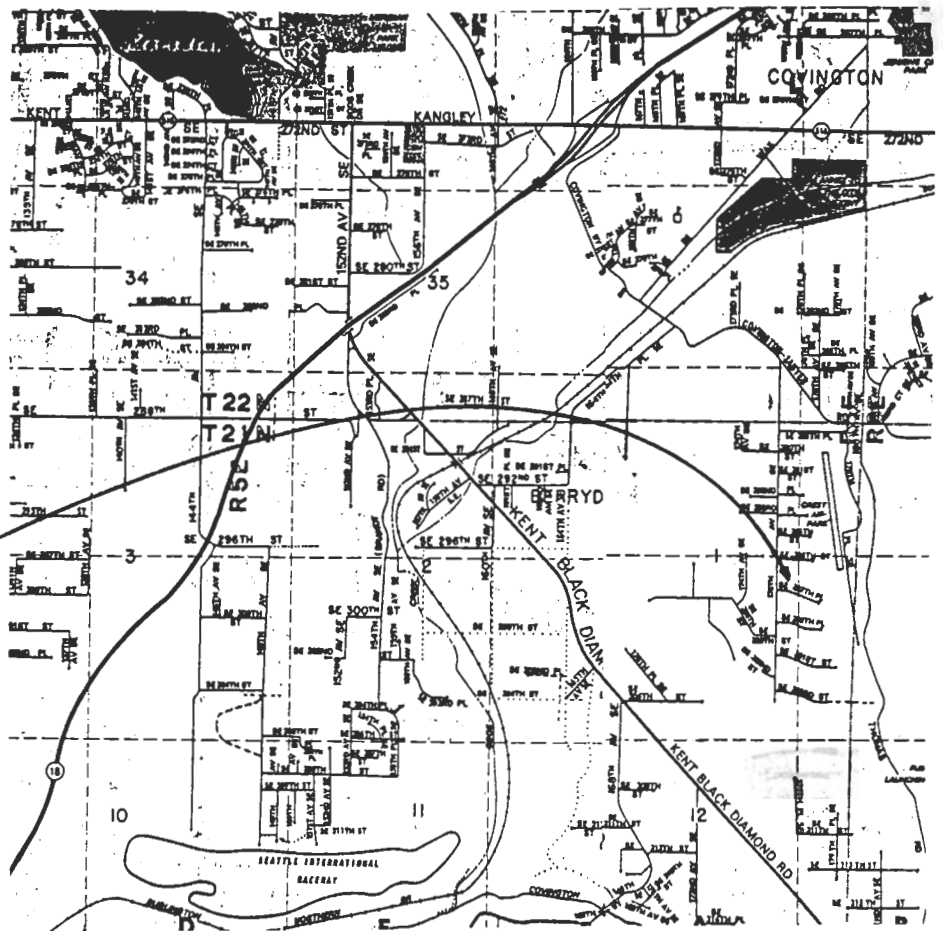
- For Europa; front suspension, brakes, uprights, and steering, Mike Bucala, (313) 554-6688 work, (313) 522-8431 home (MI).
- Misc; Europa TC cam set, hot street/slalom grind, \$150; new Ross forged Formula Ford piston set and Total Seal ring set (.030 over), \$275; Europa TC big valve cam cover, \$75; new Elan Gilmer belt water pump/alternator drive kit and spare belt, \$135; four Cosmic Spyder alloy wheels, \$50 each; bare Pinto 1600 head, \$35; Mark Habicht, (301) 592-9220 (MD).
- For Esprit Turbo; new std-size rod bearings/main bearings, clutch, pressure plate, hood, owner's handbook, new front hood for '83-'87, Mike Bucala, (313) 554-6688 work, (313) 522-8431 home (MI).
- For Europa; engine, \$100; 336 trans, \$150; radiator, \$75; Weber carb, \$50; starter, \$35; alternator, \$25; four 6 x 13 alloys with tires, \$200; fuel tank, \$35; new Piranha ignition, \$40; more; Glenn, (814) 766-2244 or (814) 793-3171 (PA).
- For Elan; rear half body shell for S1/S2, suspension parts, John, (612)699-1312 (MN).
- For Eclat/Elite; new front and rear bumper covers, \$300; right and left tail-light clusters, \$50; Roger, (708) 473-5652 (IL).
- For Esprit Turbo; Front bumper, \$75; Roger, (708) 473-5652 (IL).
- Panasport wheels, two, 5-1/2 x 13, 3-3/4 inch bolt circle, perfect condition, \$400; four Goodyear Blue Streaks, 8-1/2 x 13, used, \$80; shipping extra, Mike, (313) 522-8431 home, (313) 554-6688 work (MI).
- For Plus 2; unfinished project, includes body (stripped, good condition), new Spyder frame, numerous other new items, all components complete except engine/trans, sell only as entire lot, best offer, Phil, (201) 771-1081 work, (201) 876-9441 home (NJ).
- For Plus 2; new Triplex windshield, tinted, w/top sun band, asking \$140, Paul Belluomini, (412) 836-2913 after 3pm (PA).
- For Elans S2/S3/S4; S4 steering column, \$40; S4 semi-close driveshaft, \$50; S2 close-ratio gearbox mounting bracket, \$5; two new headlight buckets, \$10; two new rear shock rubber bump stops, \$15; S2/S3 diff torque rods, \$10; two S3 door lock catches, \$5; S3/S4 trunk lock hardware, \$5; two new steering rack rubber mounts, \$10; four upper A-arms, \$20 for all; S2 wiper arms and blade assembly (chrome), \$20/pair; new alternator mounting bracket, \$10; S4 starter solenoid, \$5; S4 Lucas coil, \$5; S4 windshield washer bottle with motor, \$5; S2/S3 windshield wiper motor, \$40; S4 brake master cylinder, \$50; S2/S3/S4 gauge set, includes tach, speedometer and fuel rebuilt by Smiths specialist, \$200 set; S4 headlight high/low beam switch, \$10; ignition switch and key for S2/S3/S4, \$25; trunk lock and key for S3/S4, \$20; S3 toggle switches for windows, \$20; cylinder head water outlet elbow, \$5; new S4 L/H door shell, \$60; S4 R/H door shell, \$40; S4 O/B stub axle, \$60; S2/S3 head-to-airbox breather tube, \$5; S4 starter, \$25; Paul Belluomini, (412) 836-2913 after 3pm (PA).



Meeting Locations

November/December Meeting  
Sunday the 16th at 1:00pm  
Noel and Bobbie Keefer  
17673 SE 297th Place  
Kent, WA. 98031  
(206) 630-4843

HERE  
IT  
IS



**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**



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