

LotusLines

August 1991

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

Cars, Racing and Other Fun Stuff by Bob Crichton

Now Lotus fans we are starting the first of our monthly news letters (mostly monthly, Ed.). In an attempt to keep you better informed of what has happened and what is about to happen in the world of auto's. What I will do is give you a rundown of what has happened and leave the future for Jim Taylor to handle.

Our last meeting coincided with the Bellevue All British Field Meet. If we kept minutes they would probably have read: meeting started promptly at 12:00 noon, where we gave out the location for the next meeting (Terry and Lezlee Elmore's) and then a commentary about the candles on Terry Elmore's birthday cake that wouldn't blow out. Yes we had a cake and a few short speeches for Terry's birthday, but nobody asked him how old he was. The meeting was then promptly adjourned and we all continued our enjoyment of the meet.

The meet was a great success from my vantage point. I have to apologize for not making it to the cocktail party as something came up and I couldn't make it. You will have to ask the loyal and wonderful club members that did make it how it was. I was overwhelmed by the turn out of Lotus's, there were 4 Sevens, 3 Esprits, 3 Europas (all black), 3 Elites, one old and two new, 2 Elan +2's and two Elans. That's not counting the Eleven that was with the race cars. I also could not attend the Awards Banquet but I got word from my older brother Scott that Dennis Howell did an excellent job as the host. Dr. Michael Seal apparently kept the audience enthralled during the whole evening. I would like to give my thanks to Dennis Howell, the Puget Sound Motoring Society and all the individuals who gave their time to make this a wonderful time for all of us in the Evergreen Lotus Car Club.

After a great weekend with British cars, I headed for Portland for a boys weekend of racing with IMSA. The boys consisted of Jim Taylor, Bob Cross, Scott Crichton and myself. Scott, Jim and I toured down to Portland with Bob meeting us at the Jansen Beach Red Lion. We spent Friday touring the pits and gawking at some of the GTP cars. They are some of the most exotic cars in the world of racing. Jaguar, Nissan, Toyota, Chevy and Porsche were all represented. We had dinner in the cafe at the Red Lion where we saw Willy Ribbs, Geoff Brabham and Dan Gurney. Saturday, after spending the day looking for a lost Lotus to be bought for a song, we went back to the hotel cafe where Scott introduced us to Dan Gurney. Dan Gurney has to be one of the real gentlemen of racing. As busy as he must have been with his Toyota team, he still took the time to chat with us about the good old days when he raced at SIR. It was the neatest experience of the whole weekend. After meeting Dan Gurney and with racing running through our blood we headed for the Malibu Grand Prix. As well as I did at the last track day at SIR, I again clocked the slowest times of the four of us. But it was a fitting end to a great day.

Sunday and race day. I had never been to a GTP race before. These cars are just incredible, they're beautiful and so much faster than

anything I've ever seen before. They just took my breath away every time they went by. The race ran with Geoff Brabham in the Nissan taking the lead, Juan Manuel Fangio II in the Toyota in second and Wayne Taylor in the Intrepid Chevy in third. The front runners stayed in this order throughout the first half of the race until the pit stop. When the Intrepid, with Wayne Taylor driving, took over the lead until he had suspension trouble which took him out of the lead. Geoff Brabham and Fangio stayed one-two for almost the rest of the race. The lead changed with about 10 laps to go when Fangio drove down inside of Geoff Brabham on the turn right before the straight away, which is where we were sitting in the grandstands. From that point on he just left Geoff in the dust to take the checkered flag. I don't think it could have been a better finish than for me to have Dan Gurney's Toyota Eagle team win on the same weekend that I met Dan Gurney.

Hope to see you all at Terry and Lezlee's on the 17th of August.

Classified Advertising

1977 Esprit S1, great shape, new interior (mohair, two-tone blue), white, recent complete body detailing, 42,000 miles, two sets of wheels and tires, two sets of carbs (Zenith Strombergs and Dellortos), asking \$18,500.00 call Don Anderson at 206-271-0781.

Laurie and Gary Brooling have a 1973 for MG Midget for \$3,300. It has a new top, new paint and 50,000 original miles. Their telephone number is 206-337-0777.

LOTUS 22 FORMULA Junior/Libre 1962, Very fast vintage winner with documented history. New motor, excellent condition. 213-318-2491. CA

LOTUS SUPER 7 Series IV, 1972 - Original as assembled, less than 200 miles, all Black \$25,000. 402-476-8884. NE

LOTUS ELAN, 1967 - Complete rebuild 1989, Spyder chassis, flared, 935-style air dam, 150HP Ford 2.3, Panaspports, Victoria Red. A beautiful one-of-a-kind car. \$17,500. 701-258-9362. ND

1991 Calendar of Events: Past, Present and Future

(any questions about the events in the calendar can be directed to the club's officers as shown on the Newsletter's cover page)

July -

6th and 7th, Saturday and Sunday, Pacific Northwest Historic Races at SIR.

12th thru 14th, Friday thru Sunday, Norm Thompson Historic Races at PIR.

19th, Friday evening, Cocktail party at Embassy Suites Hotel.

20th, Saturday, All British Field Meet in Bellevue, a meeting will be held at noon.

20th and 21st, Saturday and Sunday, Forest Grove Concours D'Elegance at PIR.

28th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
August -
17th, Saturday, picnic/meeting at Terry and Lezlee Elmore's home.
24th, Saturday, SCCA Northwest Region Solo II Competition in Kent.
September -
9th thru 13th, Monday thru Friday, SCCA National Championship Solo II
Competition in Salina, Kansas.
21st, Saturday, Auto Show at Overlake Shopping Center, sponsored by
AutoGear. Monthly meeting will take place at 1:00pm, entry not
required.
25th, Wednesday, Track Day at SIR, starts at 9:00am thru 5:00pm.
29th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
October -
19th, Saturday, meeting at Bob and Shari Crichton's home.
November -
No monthly meeting
December -
Holiday party at Noel and Bobbie Keefer's home.

Busting the Smog Myth by Charlie Rockwell
Reprinted in part from the Chapman Report,
Newsletter of the Golden Gate Lotus Club

Editor's Note:

I have included this article due to the possibility of stronger emissions testing in Washington State. This helped me put into perspective the differences in the amount of pollutants put into the air by older and newer cars. The second part of the article pertained specifically to the requirements of California emission laws and is not included here.

The smog myth says that the current smog laws are unfair to the older car enthusiast, the typical car buff thinks that all the modern complexities of fuel injection, catalytic converters and multiple valves just exist because "People don't keep their cars in tune". The typical car buff also thinks that his older car hardly pollutes the air at all and often shows his smog test results to his buddies, proudly pointing out that his car passed the test "with flying colors".

The truth is that your cherished older car pollutes about 25 times as much as a modern car according to the California Air Resources Board. According to Charlie Rockwell's informal surveys measuring the pollutants of Alfa Romeos, Ford Mustangs, Corvettes, Lotus, MG's, Porsches and Triumphs the average 60's or 70's high performance car pollutes from 50 to 1000 times more than a modern Volkswagen Golf. The owner of a typical well tuned dual carbureted Alfa Romeo or Lotus easily spews out 1000 times the hydrocarbons of a Honda CRX Si. They usually pollute even more. In fact, if you EVER see smoke coming out of your exhaust, then your car is in the gross polluter category and you are sending out into the air over 1000 times the amount of hydrocarbons of a car built after 1981. This means that if you only drive your smoking Alfa Spider or Elan 2,000 miles a year, then you have polluted as much as the owner of a 1983 Volkswagen GTI has in 2,000,000 miles of driving!

These figures don't come from some overstuffed bureaucrat in Sacramento, they come from a died in the wool enthusiast with accurate scientific measurements under real world conditions.

Charlie Rockwell has been measuring the carbon monoxide and hydrocarbon emissions of enthusiast's cars at idle, under power and during cold start conditions. The facts are that the multiple carbureted, high output engines of the 60's and 70's sports cars run real dirty even after they have been professionally tuned. The converse is also true, modern cars run pretty clean even after being tuned by a hack. The table at the top of the next page is an example of measurements made at Rockwell Motorsports Ltd in Santa Clara, California.

Hydrocarbon Emissions in Parts Per Million

	1967 Lotus Elan -----	1974 Alfa GTV -----	1983 VW GTI -----
Idle	1112	240	3
3000 rpm and 20 hp	683	179	0
3000 rpm and Full Throttle	411	392	41

All three of the above cars were well tuned when these measurements were taken. You could reduce the hydrocarbon emissions of the Lotus substantially by retarding the ignition timing, but you would never actually drive the car that way. The Lotus runs fairly clean for a dual Weber carbureted car. The Alfa GTV uses Spica Fuel Injection and this system runs very clean compared to other 1974 cars. As you can see, early cars create a lot of pollution! Also, the old myth that sports cars may have a dirty idle but run clean under power, is a load of bunk! Old sports cars run dirty everywhere, they just run clean under power compared to old American V8's.

Now you can understand why California is putting so much emphasis on the new smog check program. A few people driving cars with just a faint trace of smoke blowing out the exhaust are polluting as much as thousands of commuters in their modern hatchbacks. In fact, the California Air Resources Board (CARB) has said that the cheapest way to get rid of pollution in Los Angeles would be to offer \$2300 for any car made before 1981. This is because the 60's and 70's cars are such gross polluters. Of course, this is also the type of car you have in your garage.

One of the chief benefits of the smog check program is that they have made it such a hassle to get a mid 70's car through the program, that you are likely to dump the car and buy something cleaner. You could justifiably say that automobiles are no longer the best target for emissions reductions, that the state should go after industrial

polluters and other stationary sources, you might be right, but California voters never vote against industrial polluters, they would rather pay the clean-up costs themselves, so we have the smog check program.

FYI by Jim Taylor

Track Day at Seattle International Raceway on Wednesday September the 25th!!! Thats right, get out those Lotus (or suitable alternates) and come on down to the track. Setup of cones and general hanging around will start at about 8:15am. Driving will commence at around 9:00am and we will go until about 5:00pm. Brian Gordan is once again extending his generosity and supplying the track and insurance. There will be a fee of \$20 for misc equipment rental for those people that are not specifically invited directly by Brian himself (ie. club members will pay \$20). I have included a checklist of items for teching your own car. Having been to a couple of track events, I can attest to the fact that all facets of your car will be put under more stressful forces than you could ever safely attain on the street. Besides that, it is an absolute blast!!! Come on out. We are also inviting the Morgan Club to join us, so maybe we'll see a few Morgans at SIR also. I know of at least a couple of Triumphs that might be there too. Helmets and eye protection are required, roll-bars on open cars are probably a good idea too, but not necessary. If you have any other questions, please call me at 232-2237.

As Bob said earlier, you will be getting more newsletters during the year, nine to be exact. Newsletters will be published for January/February, monthly for March through August, then for September/October and November/December. This will provide monthly coverage during the busy time of the year. But best of all, we're doing this WITHOUT raising the yearly dues! Not bad, eh?

The IMSA races were really interesting to attend, this was my first time. But I found the racing was really secondary to looking at the cars, the concessions and displays, and the other spectators. Plenty of cars, food and fun were had by the four of us. As a first hand viewer of the race, here are the results:

- 1st - Juan Manuel Fangio II in a Toyota Eagle
- 2nd - Geoff Brabham in a Nissan NPT-91
- 3rd - Rocky Moran in a Toyota Eagle
- 4th - Chip Robinson in a Nissan NPT-91
- 5th - Davy Jones in a Jaguar XJR-16

The 3rd annual All British Field Meet was held at Bellevue Community College on July 20th and a total of eighteen Lotus were in attendance. Judging by other Meets I have attended, this time was a huge success in that we finally had more Lotus show up than Land Rover's! (the Land Rovers usually outnumber the Lotus). There were two Lotus that showed up that I didn't get their owner's names; one in a Seven and one in an Elan +2 (sorry about that). The others are listed below. For those of you that got an award, but have not yet received it, I will have them at

the picnic on August 17th, for those that don't come to the picnic, I will call you (or you can call me) and make other arrangements for delivery of your award.

Sevens -

Bob and Shari Crichton, first in class
Peter Wolf, second in class
Dave and Alice Larson, third in class

Europas -

Eric Wyss, first in class
Gary DeBardi, second in class
Jeanette Acheson, third in class

Elites -

Don Francis and Laura Hanley
Jim Taylor

Early Elite -

Alan McWain, third in class

Elans -

Maury and John Montag, first in class
Peter Hambling, second in class

Elan +2s -

Terry and Lezlee Elmore

Esprits -

Duaine and Shirley Urguhart, first in class
Don and Sheila Anderson, second in class
Maury and John Montag, third in class

Elevens - (located with the race cars)

Stan Murray

I found a well written article on a 1969 Elan in the Seattle Times on Saturday, August 3rd in the auto section. It was written by William Kaufman. Look back thru your newspapers for the article or call me and I will send you a copy of it.

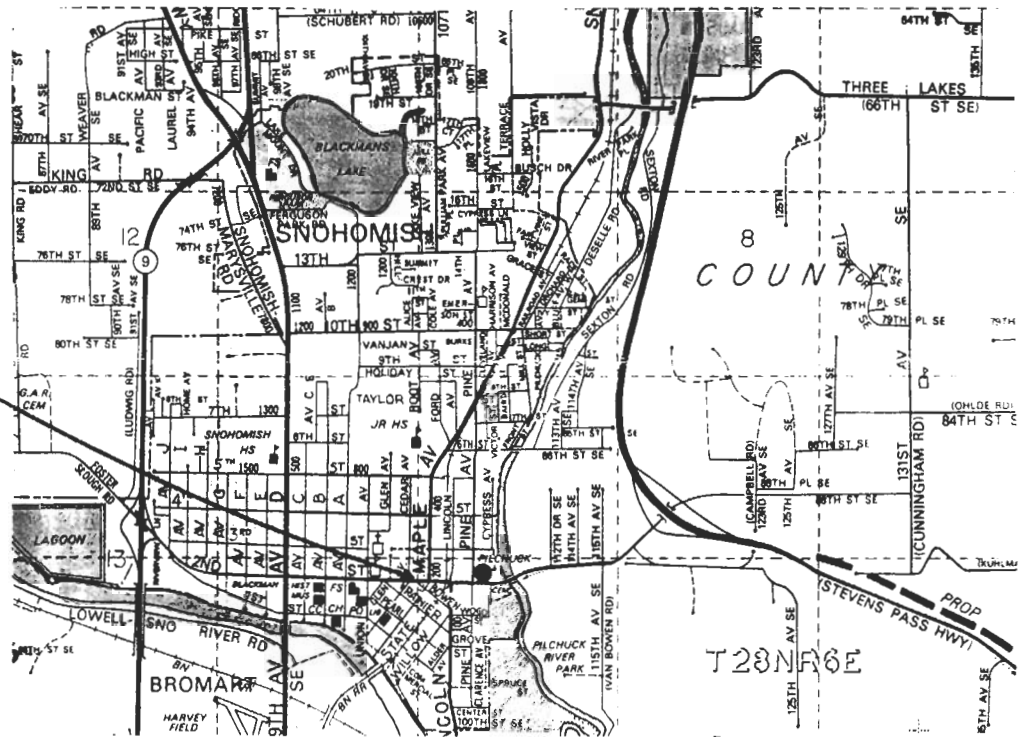
Bob Cross found a beige, medium, "Members Only" jacket at the March meeting held at his friend Gayle's apartment, call Bob at 883-8814 to claim it.

The September meeting will be held at the Classic Car Show put on by AutoGear at the Overlake Plaza at 1:00pm. This is on Saturday the 21st. See the July newsletter for a copy of the flyer. We'll have more specific info about what our Club will be doing in the next newsletter.

The Club's picnic is being held on Saturday August 17th at the home of Lezlee and Terry Elmore in Snohomish, the address is 3010 132nd Avenue SE. Their phone number is 334-5768. You can come out anytime after 11:00am. There will be a Pre-Picnic Rally leaving from downtown Snohomish at 11:00am sharp and lasting about a half hour on the backroads to their home. Another rally is scheduled to start at 1:30pm from the same location for those of you that want to come to the picnic a little later in the day. The wooden bridge that would normally take you to their home has been torn down (see map for exact location). The rally will be leaving from the parking lot of the Coast-to-Coast store at 510 2nd Street in Snohomish. Take the Snohomish exit off of Highway

9 and head East to the far side of town. This is an open family event and you are welcome to bring guests and children. Oh, and don't forget a potluck item! What's a picnic without plenty of food! The members of the Lotus Car Club of BC and Club Lotus NW of Oregon are also invited and I hope that some of their members can attend. Remember, if you are willing to allow other members to drive your car, we will have some time where all available cars are lined up and ready to go for some test drives. Should be pretty interesting. The following map show the location of the Coast-to-Coast store. To get around the now defunct bridge, take Maple Avenue north out of Snohomish to the Three Lakes Road and turn right, continue on Three Lakes Road (66th Street SE) to the Dubuque Cut-off (139th Avenue SE) and go left (north), continue to the Dubuque Road (36th Street SE) and turn left, continue west on Dubuque Road until you get to 38th Street SE. Now take a look at the map on the back of the newsletter and use it to find the Elmore's home.

Meet at Coast to Coast Store at 11:00am and again at 1:30pm



Check List for Track Events by Jim Taylor

I assembled this list from articles in the Chapman Report and from what I have seen at the track events I have attended. Our events at the track are very informal and it is your responsibility to make sure your car is in top condition from both a safety and performance standpoint. These are only guidelines and reminders, use them or not as you see fit. If there are more suggestions to add to this list, please call me.

Engine -

- 1) Change oil
- 2) Change oil filter
- 3) Change air filter
- 4) Inspect/replace points (check dwell)
- 5) Inspect/replace condenser
- 6) Inspect/replace distributor rotor
- 7) Inspect/replace distributor cap
- 8) Check condition of ignition wires
- 9) Check coil mounting and wiring
- 10) Check ignition timing
- 11) Inspect/replace spark plugs, correct gap
- 12) Check battery fluid level
- 13) Check battery mount (use metal mounting)
- 14) Check Stromberg damper level
- 15) Check fan belts
- 16) Check all wiring
- 17) Check all fuel lines (replace plastic 'T' between carbs)
- 18) Inspect/replace fuel filter (or clean)
- 19) Check and reset fuel mixture
- 20) Check throttle cable
- 21) Check radiator for leaks
- 22) Inspect/flush and refill cooling system
- 23) Check heater valve
- 24) Check radiator cap
- 25) Mount catch tank for coolant overflow
- 26) Mount catch tank for engine breather (if applicable)
- 27) Check radiator and heater hoses

Gearbox and Clutch -

- 1) Change oil
- 2) Check for leaks
- 3) Check for clutch wear and slippage
- 4) Adjust pedal play
- 5) Check clutch cable
- 6) Check clutch master and slave cylinders for leakage
- 7) Bleed clutch hydraulics
- 8) Check shift linkage for tightness

Differential and Driveshafts -

- 1) Change oil
- 2) Check differential for leaks
- 3) Check u-joints (especially Europas)
- 4) Check donuts (especially Elans)
- 5) Check for tightness of differential strut bars (Elans)
- 6) Check differential mounts

Front Suspension -

- 1) Repack wheel bearings
- 2) Check and reset wheel bearings
- 3) Check wheel bearing seals
- 4) Check ball joints and trunnions, lube if needed
- 5) Check steering tie rod ends and lube if needed
- 6) Check A-arms for looseness and cracks

- 7) Check shocks for leakage
- 8) Check sway bar mounts
- 9) Check steering rack mounts
- 10) Check steering column for binding
- 11) Check front wheel alignment
- 12) Check wheels for cracks and straightness
- 13) Check condition of tires (2/32nd tread, no cracks)
- 14) Check hubs, lugs and lug nuts

Rear Suspension -

- 1) Repack rear wheel bearings, if applicable
- 2) Check rear hub nut for tightness
- 3) Check A-arms for looseness and cracks
- 4) Check shocks for leakage
- 5) Check rear wheel alignment
- 6) Check wheels for crack and straightness
- 7) Check condition of tires (2/32nd tread, no cracks)
- 8) Check hubs, lugs and lug nuts

Brakes -

- 1) Flush and bleed entire system
- 2) Replace pads and shoes if worn 50% or more
- 3) Bed in new pads and shoes
- 4) Check rotors, warpage and finish
- 5) Check brake pedal mount and movement
- 6) Check emergency brakes

Interior -

- 1) Check seat belt mounts
- 2) Check seat mounts
- 3) Check fire extinguisher and mounts
- 4) Remove all loose objects in glove box
- 5) Remove all loose objects in passenger compartment
- 6) Remove all loose objects in trunk
- 7) ~~Remove~~ spare tire and jack

Items to Bring to the Track -

- 1) Extra gasoline
- 2) Extra oil
- 3) Extra coolant
- 4) Tools enough for minor adjustments or repairs
- 5) Service manual
- 6) Rags and hand cleaner
- 7) Tire pressure gauge
- 8) Stopwatch
- 9) Food, snacks, drinks
- 10) Helmet, gloves, sunglasses or goggles

Last Minute Items to do Before Getting to the Track -

- 1) Have gas tank one-half to three-quarters full
- 2) At least 40 psi of air in all tires, bleed out as needed later

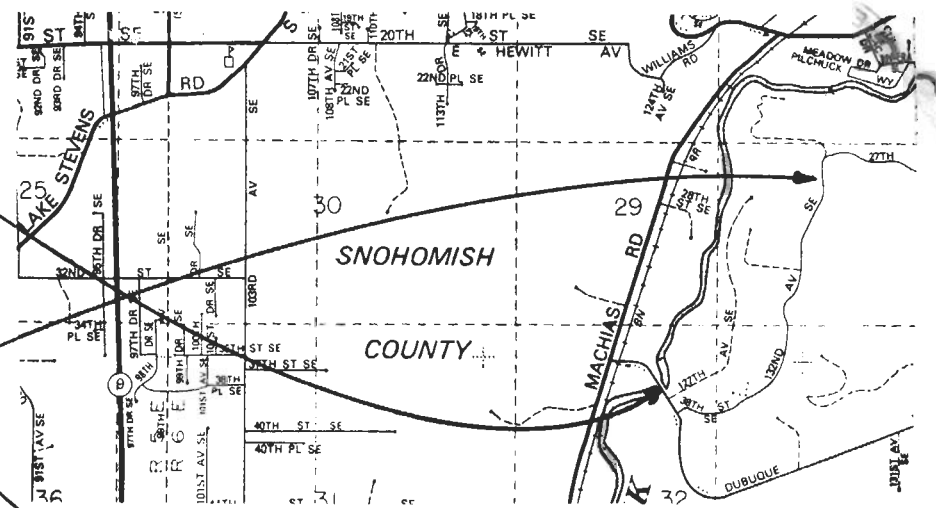
Meeting Locations

August Annual Picnic

Saturday the 17th with
a meeting at 1:00pm
Terry and Lezlee Elmore
3010 132nd Avenue SE
Snohomish, WA
(206) 334-5768

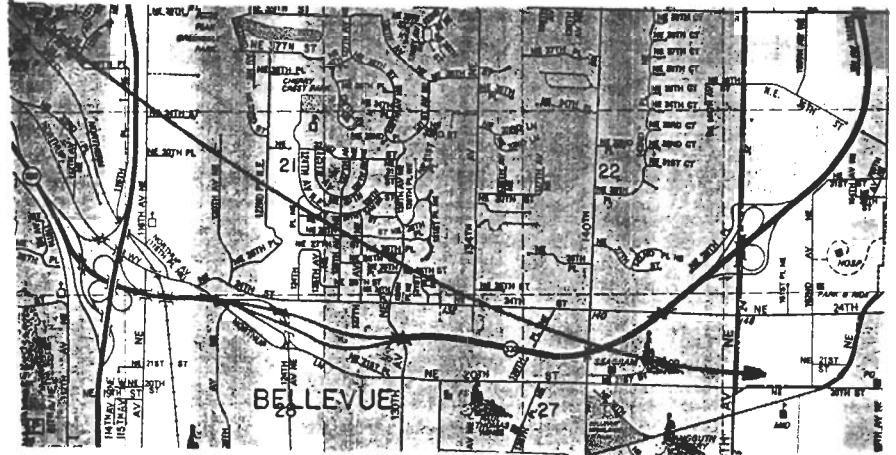
Bridge
out

Here
it
is



September Meeting

Saturday the 21st at 1:00pm
during the Classic Car Show
at AutoGear in Overlake Plaza
148th NE and NE 24th
Bellevue, WA
Call Bob Crichton
at 206-668-6841



Club Officers:

**Bob Crichton, Chairman, 668-6841; Terry Elmore, Club Liaison, 334-5768
Nikki Daniels, Membership, 788-2729; Jim Taylor, NewsLetter, 232-2237**



EVERGREEN LOTUS CAR CLUB

**Bob Crichton, Chairman
14529 99th Avenue SE
Snohomish, WA. 98290**



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