

July 1991

Lotus Lines

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

Chairman's Comments by Bob Crichton

It's newsletter time again!!! Our Maltby Cafe meeting was a great success for all attending. It started on time, we took care of business in a flash and we were on the road to Vancouver and the All British Field Meet at the Van Dusen Botanical Gardens. Shari and I in our Camaro (Shari in her pregnant state could not fasten the seat belt in the Lotus.) John and Nikki Daniels drove our Seven up and Duaine and Shirley Urguhart came in their Esprit. It literally poured down rain all the way until about ten minutes before the border when it stopped. We spent the rest of the time basking in the Canadian sunshine. To my knowledge Ken Richins was the only other club member there. It is to bad that so few of us get to have so much fun at these events.

Our June meeting was held at Duaine and Shirley Urguhart's home. We had good food, a cart race to watch, one Elan and One Esprit to look at. We also had two Mazda Miata's to compare to the Elan. One of the Mazdas belonged to Dave Larson and the other to Scott Crichton. Scott, who is my older brother, came to talk about SPEC Racing and the possibility of having a track day where the manufacturer of the SPEC Race car would supply the cars and we would supply the drivers. If it sounds interesting give me a call at 206-668-6841.

You all should have received in the mail your application for the Western Washington All British Field Meet at Bellevue Community College. I would like to see some of you at the Cocktail Party on Friday Night so I have someone I know to talk to, so please try to make it. Let's also try to get our cars there as early as possible on Saturday so we can get them set up. Last year it seemed like we had cars spread out all over the place and I would like to avoid this. That's it for now. See you at the meet on July 20th.

Evergreen Lotus Annual Picnic by Terry Elmore

This year's Club picnic will be held on Saturday August 17th at the home of Lezlee and Terry Elmore in rural Snohomish, the address is 3010 132nd Avenue SE, Snohomish, Washington. The phone number is 334-5768. You are welcome to come out anytime after 11:00am. We would recommend however, that you take part in our Pre-Picnic Rally leaving from downtown Snohomish at 11:00am sharp and encompassing a one-half hour rally on scenic backroads to our home. This is necessitated by the fact that the most direct route to our home, which many of you have previously traveled, won't be available. The wooden deck bridge you have crossed to previous Lotus events here will be no more, it is scheduled to be demolished for replacement in July. Our rally will be leaving from the parking lot of the Coast-to-Coast store located at 510 2nd Street. It is very easy to find. Take the Snohomish exit off of Highway 9 and just head due East to the far

side of town. As always, please remember that this is an open family event. You are welcome to bring guests and children are always welcome.

We are also extending an invitation to the members of the Lotus Car Club of BC and to Club Lotus NW of Oregon and hope that some of their members can attend. The Lotus Car Club of BC is having their Pacific Rim Meet the following day on the 18th. We will have information available at the July meeting during the All British Field Meet at Bellevue Community College.



One thing we will be trying at the picnic this year, as suggested by several members, is having a number of different types of Lotus available for test driving. If you are willing to allow other members to drive your car, we will have a period where all available cars are lined up and ready to go. This will be an opportunity for say a Lotus Seven driver to try the vastly different experience of an Esprit or to compare a Renault versus a Twincam Europa. For those without a running Lotus, this will serve to remind themselves just what they are working toward. We also have some members who bought their cars as projects and are long term lotus owners who have never driven one. On top of this, there are Lotus Club members that don't currently own a lotus and aren't sure which one they might want to own! Here's your chance!

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)

June -

2nd, Sunday, a slalom is being planned by the BC Lotus Club. Details later.

5th, Wednesday, Track Evening with the Alfa Romeo Club at SIR.

9th, Sunday, SCCA Northwest Region Solo II Competition in Kent.

14th, Friday, Track day with the Golden Gate Lotus Club.

16th, Sunday, Chilliwack Rotary Club's Vintage Car Show, Concours D'Elegance in Chilliwack, BC.

16th, Sunday, SCCA Northwest Region Solo II Competition in Kent.

23rd, Sunday, meeting at Duaine and Shirley Urguhart.

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, get together for a car prep and wash.

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.

26th thru 28th, IMSA races 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 -

monthly meeting time and place will be announced later.

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.

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.

FYI by Jim Taylor

I have talked with Bob Crichton and Terry Elmore about putting out additional newsletters. There have been problems in the past with so many events coming and going quickly during the spring and summer months that the Newsletter couldn't keep the membership properly informed in a timely manner (since the Newsletter comes out every two months). What we are going to do is put out the Lotus Lines on a monthly basis during the prime activity months, March through September, and back to every two months for the fall and winter months. I hope that this will better serve the Club and its members. If you have any comments or suggestions concerning the Newsletter, please feel free to call me at (206) 232-2237 or write me at P.O. Box 229, Issaquah, WA, 98027. And of course I am always looking for a story for the Newsletter from any of you out there.

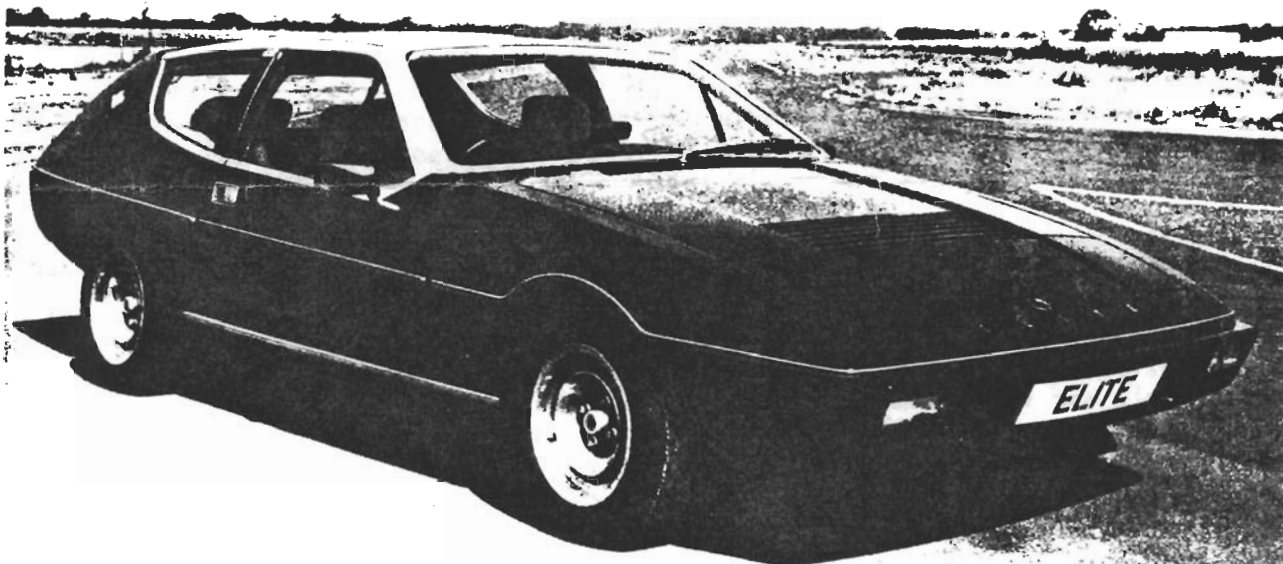
Another Lotus track day was scheduled for Wednesday, July 3rd. Due to the short notice, I called almost all of the Club's members and either talked with them or left a message. I'm hoping for a good turnout. Of course, by the time you get this edition of the Newsletter the 3rd will have come and gone. Sorry about that. The participants will be elaborating on the events at the track in the August Lotus Lines.

Well, the 1974 Elite that I bought and have mentioned in the last few Newsletters won't be at the Track Day on the 3rd (I'll be there as a support person with my Toyota pickup). I put about 500 miles on the Elite and then decided to finish my suspension rebuild, by replacing all of the rubber bushings. When I did so I found a few other problems as well. A split brake hose, leaky differential seals and a cracked left side radius

arm. The leaky seals had made the left side brakes inoperative. The radius arm had been previously damaged and repaired sometime in it's life, but by now was fatigued to the point of needing to be replaced.

In my work on the Elite I have had extremely fine service from Bayside Lotus in locating my parts and Jeff Malone has been exemplary in his patience with me and the idiosyncrasies of Lotus in general. Their prices have been very close to the usual mail order Lotus parts places and if you tell them that you are a member of Evergreen Lotus Car Club they will give you an additional ten percent off the price of the parts whenever possible. Apparently their cost for the parts isn't too much less than what they charge us for the parts in the first place. Availability is also very good since they are getting the parts directly from the Lotus USA warehouse in Georgia.

I am looking forward to the Annual Picnic at the Elmore's this year. I will be making the Elite available to any of our members to drive and hope that the other members that show up with running a Lotus will offer their car for a drive also. I am sure that the members driving each other's cars will be very careful and respectful of the Lotus owners investment in and attachment to their cars.



Over the last weekend in July, the 26th thru 28th, I'm going down to the IMSA races at PIR with Bob Crichton, Scott Crichton and Bob Cross. If any of you are going to be their also, give me or Bob Crichton a call so we might all be able to get together for dinner one night. I'm looking forward to seeing a real race up close and personal, since I have never been to one before.

Last, but not least, we have a Lotus for Sale. A Donkervoort Super 8 is being sold by Ed Harrison and Mary Ann Whalen. They live at 1808 Bigelow North, #102B, Seattle, WA, 98109 and their phone number is (206) 285-7019. A Donkervoort is a Lotus Seven built by another company.

Overlake Fashion Plaza

And

Auto Gear

present

The 2nd Annual

"Fall Classic"

CLASSIC CAR SHOW

Saturday, September 21

10 a.m. - 4 p.m.

*Puget Sound area vintage car clubs are invited to display
by Marque at this highly visible public event.*

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BMW

DELOREAN

JAGUAR

MG

CITROEN

TRIUMPH

MUSTANG

MINI

BUICK

PACKARD

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VOLVO

AUSTIN-HEALEY

SAAB

- People's Choice Awards
- Advertising and Publicity
- Uniformed Security Officers On-Site
- Festive Decor
- Vintage / Contemporary Fashion Show

*Other interested clubs encouraged to call Jeff Girard of Auto Gear at
(206) 562-1800*



2020 148th NE.,
Bellevue/Redmond



Located just off 520,
at 148th NE & NE 24th in
the Bellevue/Redmond area.

Plenty of Free Parking

MEMORIES OF 18 by Doug Nye

Reprinted from *Thoroughbred and Classic Cars*, May 1986

Why did Colin Chapman call the 18 his first real GP car? Why was Moss beaten by one and why did Innes Ireland take one Flying? Doug Nye has the answers.

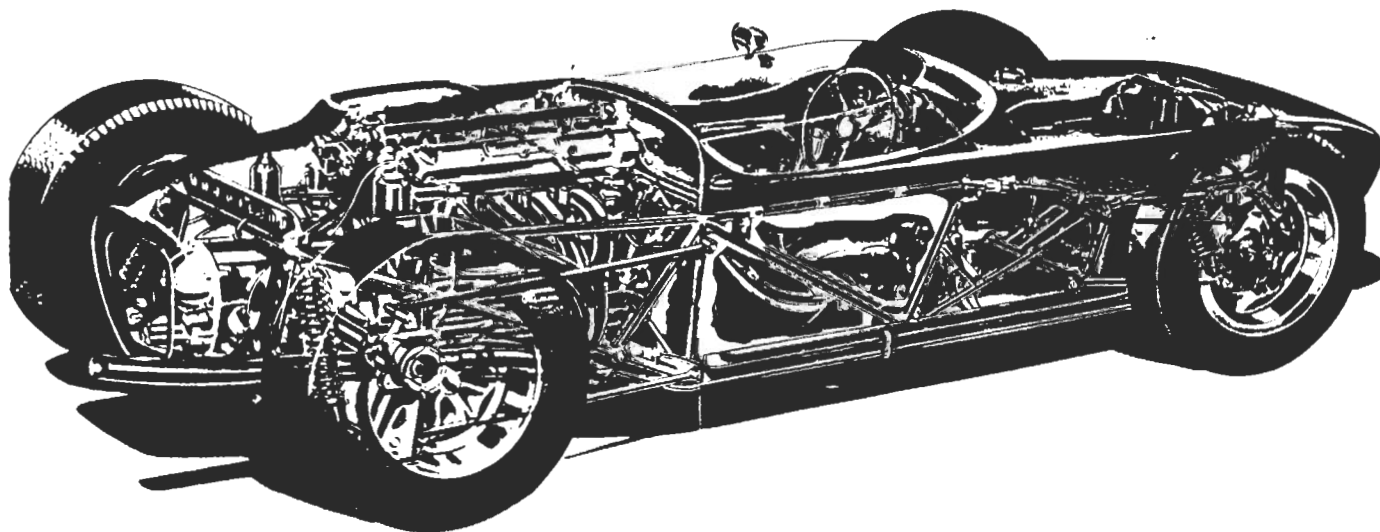
Back in 1960 the starkly practical 'coffin-on-wheels' shape of the rear-engined Lotus 18 set new performance standards in Formula 1. No question, it was the most potent chassis/engine combination *per se* produced in seven seasons of the 2.5 liter Grand Prix Formula.

In 1959 and 1960 the so-called 'Rear-Engined Revolution' swept through Formula 1. Cooper rubbed-in the message by winning back-to-back World Championship titles. In 1959 it was a close-run thing against the heavier, less nimble front-engined traditional cars but by the end of that season other teams, lead by BRM, were already following Cooper, engines were going behind the drivers for 1960, when the Lotus 18 became Cooper's most dangerous rival.

Still, Jack Brabham won five consecutive GPs in his latest 'Lowline' Cooper-Climax, and the Surbiton team had two 1-2 finishes that year. But the Lotus 18 was both faster and yet more fragile than the rugged Surbiton cars. While Stirling Moss' Rob Walker-entered car won two GPs and two minor F1 races, Innes Ireland's works 18 won three non-Championship F1 events and on balance honours were roughly even by year's end, with Lotus on the way up ... and Cooper now entering rapid decline.

When Colin Chapman had sat down to design his Type 18 he had 18 months' racing with the front-engined 'Vanwall' Lotus 16s behind him, and they understeered like pigs and been structurally unreliable.

Old Charlie Cooper had enjoyed 'Chunky' Chapman's discomfort. When Charlie's designer Owen Maddock asked if he should do stress calculations for their chassis, the old man roared with laughter. "No boy," he guffawed, "Chapman does and 'e's up all night weldin' 'em when they break...", he was too.



In 1978, no doubt with benefit of hindsight, Colin told me emphatically "In 1958-59 we were playing around with Formula 1. The front-engined cars were Formula 2 designs and nothing more. As far as I'm concerned the first Formula 1 car I ever designed and built was the Type 18..."

When he followed Cooper's lead with that car, he made its chassis more beefy than the "thick 22-gauge" fag-paper tubing used in the old 16s, yet the 18 was still very light because it was so simple. It had aluminum fuel tankage within the wheelbase, 22-gallons *over the driver's legs* alone, 44/56 front/rear weight distribution and suspension in which fixed-length half-shafts provided top lateral location for the rear wheels.

Transmission was by the positive-stop Lotus 5-speed 'queerbox' in its latest form with gears behind the diff unit. Its great advantage was speedy ratio changing.

The basic 18 doubled as F1 or F2 with either 2.5 or 1.5 litre Climax FPF four cylinder engines, and there was a simplified, cheaper and less butch version for Formula Junior.

The aluminum-bodied prototype made a sensational debut in the Argentine GP, February 7, 1960, driven by Innes Ireland who finished sixth with a shattered front disc brake and only one front wheel steering properly after having led the race easily. Then back home Innes just shone. First he notched Team's first outright single-seater win at F2 Oulton Park, slashing 5.2 seconds off the lap record in his 18! Sixteen days later he beat Moss's Walker cars twice in the day at Easter Goodwood, winning both F1 and F2 races in works 18s, giving Team their first Formula 1 victory.

Innes told me later, "There was no comparison between the old 16s and the new 18. It was like night and day. Beating Stirling was really something, suddenly being a celebrity..."

Certainly his car had impressed Moss, who recalled how: "For 37 laps at Goodwood I had a view of the Lotus tail-end... there was no doubt the car had superior traction and it was faster through the corners, even faster than I was when I was really trying... I was being beaten, and the same thing happened two or three weeks later at Silverstone. The same car, same driver, same situation and same result - except that at Silverstone Innes broke the lap record and I broke one of the Cooper's suspension members, a thing I had never done before..."

Any good racing driver has a shrewd idea which drivers he can handle and which he can't. Stirling was the best in the world, no question, and he felt he could handle Ireland any time on equal terms, so now he had to achieve equality.

Immediately after Goodwood, Rob Walker had ordered a customer 18. There were no concessions, no assistance, just the basic sale.

Walker's dark blue 18 was delivered just a week before Monaco, and with a

Lotus 'queerbox' installed it promptly carried Moss to victory there.

Today, 26 years later, he recalls the 18 as being "A fantastic racing car by the standards of its day in 1960, but it was never as nice a car to drive as the old Coopers, it was quicker but you had to balance it between fairly narrowly-defined limits and you certainly couldn't take the liberties with it that the Cooper always allowed - and seemed to enjoy!

"On first acquaintance I found it was staggeringly fast and responsive... so responsive that it was simply an extension of the driver and if it wasn't doing just what you wanted it to do, then there were a host of adjustments which could be made. Perhaps too many...

"And in some ways it was curiously insensitive. For example you could change the camber on the rear wheels, or their toe-in, without noticing very much difference on the road. It was all too easy to make a change and find an improvement and so do something else which made it worse, and so on and on, until time ran out and you had merely worn-out the engine trying different things.

I tended to limit the work on the Lotus so that starting with the same tyre pressures front and rear I could get a little more oversteer or understeer by changing pressures and refined this by altering the damper settings. I didn't often change the anti-roll bars..."

In the Dutch GP at Zandvoort he punctured and finished fourth, then at Spa a wheel came off when a half-shaft broke and put him in the hospital with broken legs and crushed vertebrae. He came back in time for the Portuguese GP in August, won the Oulton Park Gold Cup and dominated the US GP at Riverside ending that season, by which time Walker had a choice of two 18s.

Meanwhile at Spa, almost at the same moment Moss crashed, private owner Mike Taylor had gone off on the opposite side of the circuit in the ex-Argentine prototype F1 18 when a steering column weld broke and the wheel came free in his hands. He was also badly hurt, then in the race Team Lotus driver Alan Stacey was killed in his 18 after apparently being struck in the face at speed by a bird.

Too Light

Chapman was berated by some - notably Taylor's rugged mechanic Brit Pearce - for building too light and putting drivers' necks on the line, beefing-up only after something broke.

Walker replaced the 'queerbox' with Colotti gearboxes in their cars while Team retained the 'queerbox' and experimented with both inboard and outboard rear disc brakes. At Oporto for instance, Innes' 18 actually carried both, their calipers being piped-up to choice.

The youthful Jimmy Clark had his second GP drive in a Team 18 at fateful Spa, finishing fifth for his first point-score; while World Champion motorcyclist John Surtees was another Lotus 18 F1 debutante. He ran at May Silverstone and Monaco, hit the headlines with second place in the British GP, and then started from the pole, led the race and set fastest lap before

retiring in Portugal.

There Clark bent his 18 in practice and Team's mechanics used all their welding rod repairing it, finally using fence wire as filler!

In Championship races poor Innes was fresh out of luck. At Spa he'd been very competitive. He felt "I had the measure of the Cooper's and Phil Hill's Ferrari early on at Spa but I got delayed when the bloody clutch began slipping and then I had one of my enormous spins when I tried to make up time... It ended with me pointing in the right direction with my engine still running but my wheels on the grass. As I tried to drive off again the right rear wheel spun in the dirt. I thought the clutch was slipping and then suddenly it gripped. I took off like a stone from a catapult, spun right round, flew over an embankment beside the road and landed down below on all fours. I walked back furious with myself".

Of course the mechanics had some fun with the 18s too. At that time Team used a small Ford Zephyr-engined transporter which was invariably wildly overloaded, and even then still had to tow a double-deck two-car four-wheeled trailer.

One of its problems was that it could only surmount the loading ramp into one of the Channel Air Bridge Bristol Freighters if its intrepid driver gave it peak revs and then popped the clutch. Quite regularly the engine would judder wildly and poke its fan through the radiator.

It did this trick during a typical Team last-minute dash to the French GP at Reims, 1960, mechanic Dick Scammell and his mate Mel finding themselves stranded at Le Touquet with the radiator ruined.

Eventually Colin arrived in his Raymond Mays-modified Ford Zephyr saloon. It ran multiple Amal carburettors and was a very quick car. They abandoned the transporter, hitched the two-car trailer, plus the kit from the truck on to the Zephyr's tow-ball and rushed off.

At the first corner the entire rig speared straight on, with Dick cowering under the dash while Colin sorted it all out, muttering: "No brakes... no brakes", oblivious to the circa two-ton trailer pushing from behind.

Brave driver

Colin was a fine and brave driver. The rig was soon up around 85mph and Dick recalls the journey along the undulating roads of northern France as a kind of obstacle race. The faster Colin drove the more the trailer weaved.



Frank always swears by his mechanic.

Dick swears Frenchmen were pulling off the road ahead as they saw Team Lotus approaching, slewing from verge to verge, throttle nailed to the floor by the gov'nor's large right foot.

Over one crest a fork loomed-up. Colin demanded directions and young Dick grabbed for the map. "I was very young and over-awed by it all, and couldn't pronounce the road signs. I ummed and aahed and Colin suddenly snatched the map, controlled a big weave with the other hand and yelled 'I suppose I've got to read the bloody map as well!'. I think more by luck than judgement we took the right fork..."

Somehow Colin found his way down a single track lane. Dick was looking for something under the dash when he heard him mutter: "She's just got to stop this time!". Whereupon heavy braking jammed him down against the parcel shelf. When he finally struggled upright there was a farm tractor with a very wide trailer blocking the lane ahead. Team's trailer was almost on its ear half up the bank behind the Zephyr as the phlegmatic Frenchman chugged impassively past...

Now Colin was purple with rage. Determined to make up time he hacked his way through traffic. Overtaking one big lorry, the trailer took a desperate swing and Dick just knew all was lost: "You could see the side of the trailer out through the side windows of the car and there was no way anybody could get it back into shape... but Colin did".

This treatment was too much. A few kilometers further and a terrific bang and lurch announced that the trailer had thrown a wheel. The remaining wheel that side looked okay, so Dick pumped up its tyre to 50 psi while Colin stamped about glancing at his watch, and a lorry driver stopped to return the missing brake drum.

Colin resumed his wild drive, unabashed, but the remaining wheel could only take a few more kilometers at 85mph and an even louder bang, a lurch and a fearful grating noise announced its departure.

Now Colin 'did his crust'. "You bloody FOOL!" he ranted at Dick, "you over-tightened those wheel nuts, you must have done..."

Fortunately for Dick, there were the nuts still on their studs, the tortured steel wheel having pulled clean off them. Now the trailer still had two wheels left, but both were on the same side. There were still miles to go.

Miraculously, the two 18s had survived all this undamaged, so then Colin had them unloaded and put Dick in one, Mel in the other to drive them on the open road. The trailer wheels were fitted one each side and Colin set off to tow it along behind. Some peasants from the fields were recruited to push-start the Lotuses and since they'd never seen such cars before, much less push-started them, the 18s' take-off left a cloud of rubber smoke hanging over a heap of French farm-hands in the middle of the *Route National*...

For 1961, one and a half litre Formula 1 began with a new minimum weight limit. Chapman produced his much improved streamlined-body ZF gearbox

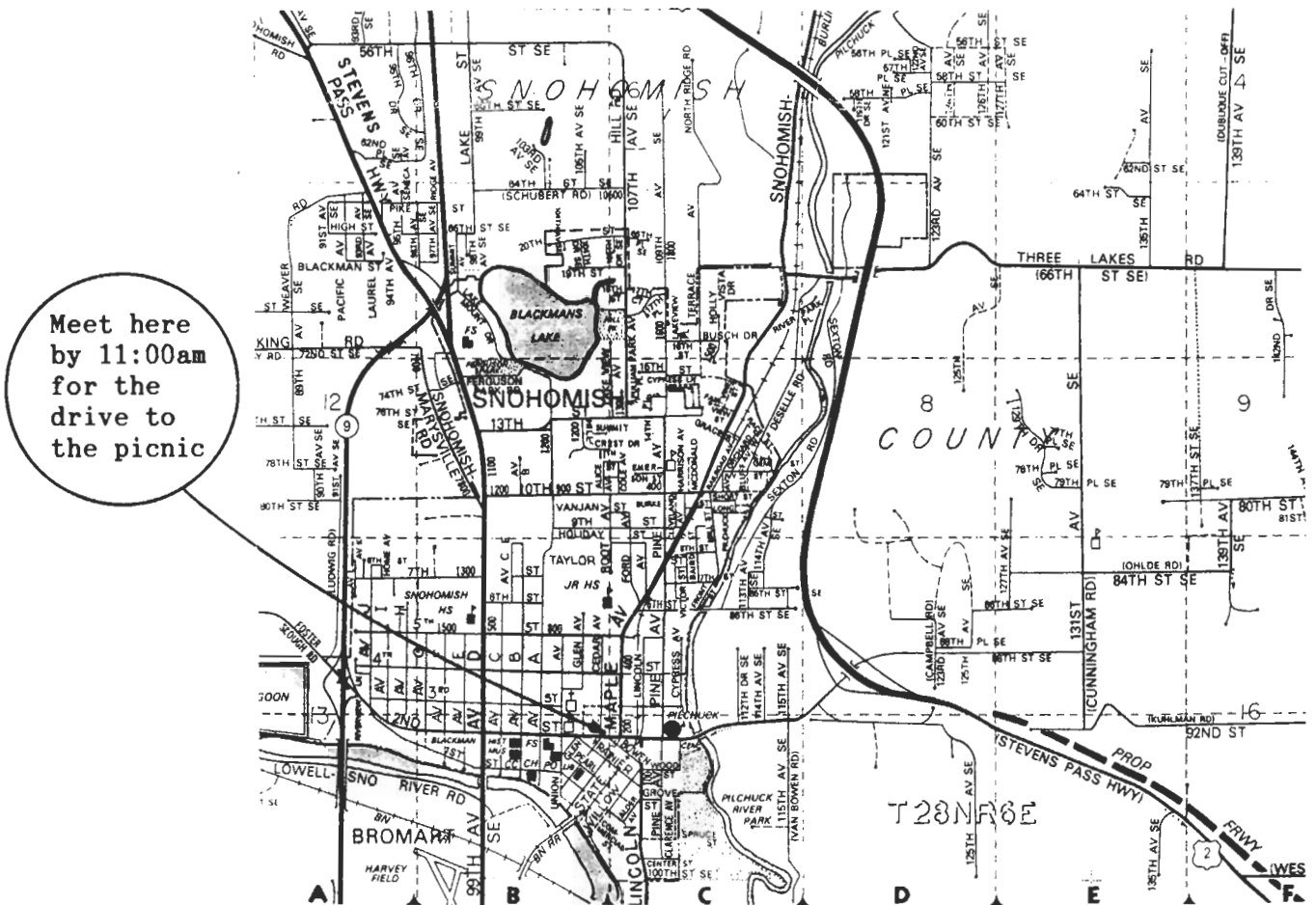
Lotus 21 but Walker and Moss were not allowed to buy similar, because they were contracted to BP and Team was backed by Esso.

Their private 18, like so many others, was updated with 21 style ideas, replacing the half-shaft by upper links as lateral location in the rear suspension and adopting more slippery, lower frontal area bodies.

Legendary

How Moss drove this obsolete car to beat the Ferrari fleet at Monaco and again at Nurburgring -- one win with each body style -- is all now part of racing legend. The Maestro also won two minor F1 races in the Walker Lotus and three more in his father's UDT-Laystall team's 18/21s. At Monza for the Italian GP, his car was very tired and Innes offered him his works 21 with Chapman's approval. Innes had grown in racing as a Lotus man and the marque's success was genuinely important to him. If Stirling could beat the Ferraris at Monza the Manufacturers' Championship could be Lotus's, but it didn't happen, both Moss and Ireland retiring their swooped cars.

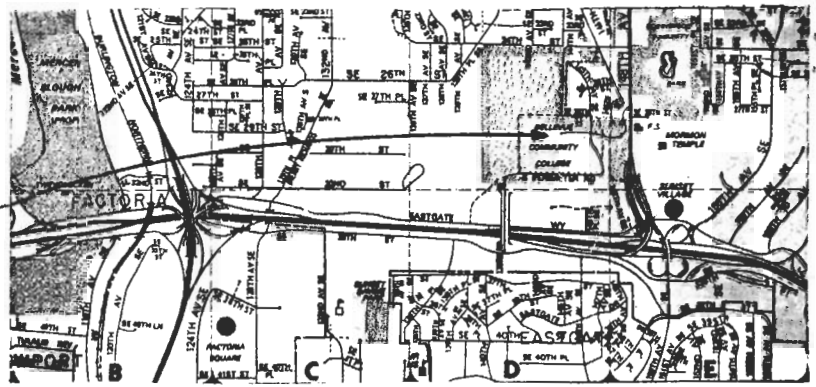
By this time one Walker chassis had been cobbled up with a new Climax V8 engine, and in UDT's pale green colours early in 1962 it was this car which ended Stirling's supreme career, against the St Mary's ess bank at Goodwood on Easter Monday -- two years after the rear-engined Lotus had first made its name there.



Meeting Locations

July Meeting

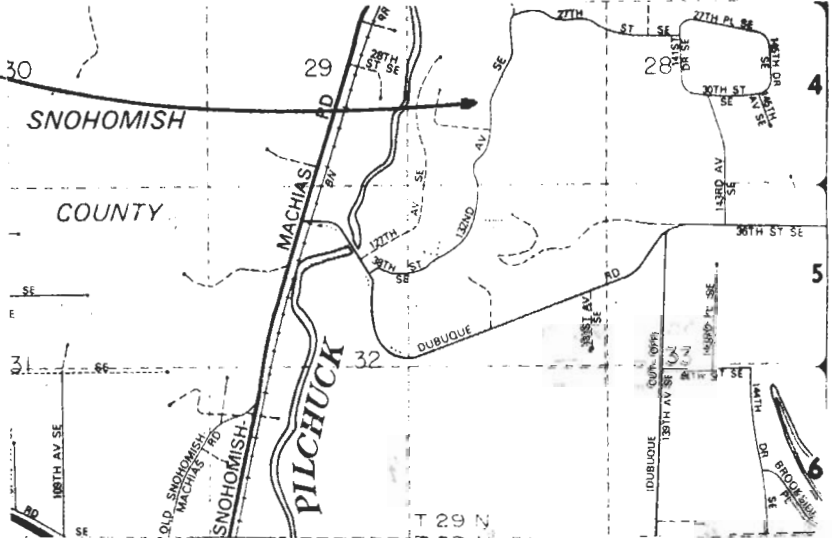
Saturday the 20th during
the ABFM at BCC, 12:00 noon
3000 Landerholm Circle SE
Bellevue, WA.
Bob: (206) 668-6841



HERE
IT
IS

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



Pre-Picnic drive
at 11:00am starting
at the Coast-to-Coast
Store, 510 2nd
Street, Snohomish
(map on previous page)

Club Officers:

Bob Crichton, Chairman, 668-6841; Terry Elmore, Club Liaison, 334-5768
Nikki Daniels, Membership, 788-2729; Jim Taylor, NewsLetter, 232-2231



EVERGREEN LOTUS CAR CLUB

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



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