

March/April 1991

# LotusLines

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

## The New Guy on the Block by Bob Crichton

As the new chairman of the Evergreen Lotus Club, I suppose I should let you know a little about me and my LOVE for the Lotus.

I fell in love with my first Lotus in 1967 before I had even driven a car. It was at an SCCA race at Seattle International Raceway. I used to go here with my girl friends family to watch her uncle race his TR3. That is when I saw my first Super Seven. It was red and low and fast and to this day I don't think there is a more purposeful sports car made. From that day on I know that was the ultimate in sports car fun.

That summer I got my first car, a 1962 Corvair which I drove for a year before trading it and \$100.00 for a "Only looked good on a rainy night under a street light" 59 MGA. It never ran for more than three days in a row but I was hooked, I loved British Cars.

Over the next 15 or so years I owned a variety of cars from Cady's to NSU's. With Triumphs and Fiats thrown in. But I never went for that long without having something small and convertible.

About five years ago I got a call from my brother saying to look in the Seattle Times under "L" in the want ads. Low and behold there was a 1968 Lotus 7 for sale in this state, just on the other side of the mountains. Shari and I called the guy that day and made arrangements to drive over and see the car. Now you have to remember I'm 6'2" and I have never sat in a Seven before, so I am worrying about this. I am also preparing myself for the fact that this car could be a piece of junk and how do I convince Shari that it is worth the \$9500.00 asking price.

I waited apprehensively while the owner opened the garage door and the car was in perfect shape and as I slid by body down into the car, it fit like a glove. I gave the owner a check for \$200.00 off the asking price and do to this I had to do some hard bargaining. I will elaborate on that at a later date.

I had one of the most enjoyable rides home through the rain, the snow, the sun, the fog and even running out of gas. It was the start of a Lotus adventure that has not yet ended.

Your Chairman,  
Robert "Bob" Crichton

P.S. As my first act as chairman of the Evergreen Lotus Club I would like to thank John Daniels for the leadership he has provided for me and the Club.

"THANK YOU JOHN"

## 1991 Calendar of Events: Past, Present and Future

### January -

19th, Saturday, meeting at Bayside Lotus.

### February -

17th, Sunday, meeting at Bob and Shari Crichton's home.

### March -

16th, Saturday, meeting with Bob Cross as host at his friend's apartment, her name is Gayle.

22nd, Friday, a retirement party for John Daniels put on by Metro. See elsewhere in this Newsletter for details.

23rd, Saturday, a Spring Tour on Whidbey Island with the Morgan Club, call John Daniels for details at 788-2729.

23rd and 24th, Saturday and Sunday, the International Lotus Festival and Exhibition in Dereham, Norfolk, England.

### April -

14th and 15th, Sunday and Monday, big swap meet in Portland, Oregon. Call Terry for details.

20th and 21st, Saturday and Sunday, tour to the Ocean (yea, the Pacific Ocean!) a meeting will be held at some time during the weekend. Call Nikki Daniels if you want to go, the date is coming up quick. Hope to see you there!

26th thru 28th, Friday thru Sunday, the 1991 Lotus Convention, West Coast Lotus Meet in San Diego, California.

### May -

18th, Saturday, breakfast meeting at the Maltby Cafe.

18th, Saturday, All British Field Meet in Vancouver BC.

### June -

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

8th, Saturday, meeting at Petroleum Museum (tentative).

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

### July -

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.

### August -

17th, Saturday, picnic/meeting at Terry and Lezlee Elmore's home.

### September -

21st, Saturday, meeting at Bayside Lotus.

### October -

19th, Saturday, meeting at Bob and Shari Crichton's home.

### November -

No monthly meeting

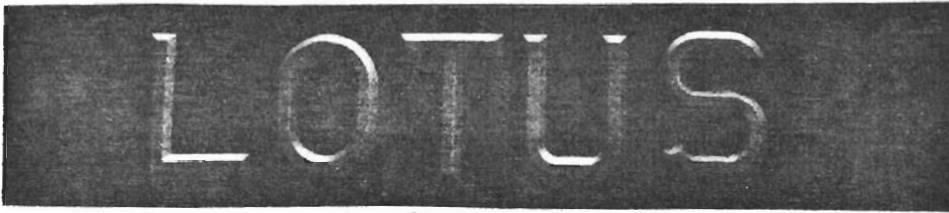
### December -

Holiday party at Noel and Bobbie Keefer's home.

FYI, Editors Notes and Misc Good Stuff by Jim Taylor

We received several items worth mentioning over the last few months (the info on businesses, magazines, etc aren't endorsements, so let me know what your experiences are if you have any dealings with them, we could always use another reliable Lotus connection):

First, a man in British Columbia that supplies classic British number plates (see accompanying photo) sent some info on his product. The plates hold up to eight letters and/or numbers. He has a special car club price of \$25.00 Canadian per plate plus about \$5.00 for postage. The individual letters 'L O T U S' are available with clips to mount to a mesh grille for \$20.00. For more information call Jim Williams in Victoria, BC at 592-3055 (evenings). His address is 1871 Monteith Street, Victoria BC, V8R 5X6. He accepts cheques or money orders.



Second, in Portland, Oregon a new British car parts place opened up, its called FASPEC British Cars & Parts. The owner is Jim Singmaster and he deals in MG, Austin-Healey, Triumph, Sprite, and Midget new and used parts and accessories. They also have books, models and other assorted regalia. You can call FASPEC at 503-232-1232 or place orders at 800-547-8788. And of course everybody's got a FAX machine, so that number is 503-230-8838. The address in Portland is 1036 SE Stark Street, zip is 97214. He didn't mention Lotus in his letter, but you might get lucky and match up something.

Third, a new magazine called "Victory Lane", a Vintage and Historic Racing News Magazine, wanted to exchange a subscription to their magazine for a complimentary newsletter. "Victory Lane" will be going to our new chairman, Bob Crichton who I am sure will bring it to the meetings for everyone to look at. They asked for a mailing list of our membership, but I am HIGHLY reluctant to give out our membership list to anyone but Evergreen Lotus members, and I'm not going to do so now. If you are interested in the magazine you can write to Victory Lane, 2460 Park Blvd, Suite #4, Palo Alto, California, 94306 or call them at 415-321-1411 or FAX them at 415-321-4426.

Fourth, the 1991 Lotus Convention, West Coast Lotus Meet, is being held in San Diego, California on April 26th thru the 28th. They have seminars, food, rallies, food, a live band, food, etc, etc. For more information give me a call, I will send you a copy of the registration form or you can directly contact: Steve Mackiag, 12290 Linroe Drive, Lakeside, California, 92040 or call him at 619-443-2960. Registration deadline is March 29th.

Fifth, (they just keep on comin' don't they), on July 12th thru the 14th, the Norm Thompson Historic Races are being held at Portland International Raceway. Sounds like there will be some vintage racing, displays and awards. We have no firm commitment to do anything with this event as a club, but I am sure it will come up for discussion in our meetings. Apparently this event is scheduled one week before the Forest Grove Concours D'Elegance which is also held at PIR.

Sixth, Club Lotus is sponsoring the International Lotus Festival and Exhibition in Dereham, Norfolk, England. Lots of cars, displays, parts,

exhibits, etc will be there. The Festival is being held on March 23rd and 24th, so hurry up and pack your Lotus into a large suitcase and head on over to jolly ole England. If you REALLY SERIOUSLY want some info please call me and I will give it to you over the phone. They also are conducting a survey of Lotus owners who have had a fire in their car. If you want a copy of the survey, let me know and I will send it to you. They are trying to identify any common characteristics of Lotus fires and to then provide warnings and solutions to potential problem areas.

Seventh, (speaking of the telephone), all of the past, present, wannabes and do we have to bribe you to join members of Evergreen Lotus can expect to get a call from a select group of volunteers (really! they all volunteered, except for the ones that didn't come to the meeting). The purpose of this is to keep in touch with all of the membership, old and new members, and to just say 'Hi' and invite you to a meeting, see if you still have a Lotus, make sure our membership has a pulse, and so forth.

Eighth, (I'm almost through, really!), the Golden Gate Lotus Club is having a Track day on June 14th. For more on this event, please call Terry Elmore. Also, a slalom is being planned for Sunday, June 2nd by the BC Lotus Club, Terry will be getting more info on that in a few weeks, so if you are interested please give him a call. Terry said that there is also a big swap meet in Portland on April 14 and 15th. He said it is primarily domestic cars but that with about 4000 vendors and 1500 cars there ought to be some sort of Lotus things to be found. It's at the exhibition grounds south of Jantzen Beach and just north of PIR. Give Terry a call, maybe he will have remembered exactly where it is by now.

Ninth, (by the way, these items are definitely not in order of importance), we have a new chairman. His name is Bob Crichton and he owns a Seven (it even runs!). His phone number is 668-6841 and is located at 14529 99th Avenue SE, Snohomish, WA, 98290. His wife's name is Shari and she is expecting their second child real soon. For those of you that don't know Bob, he's a lot of fun, drives the Seven to 90% of the meetings and wears shorts (instead of jeans or pants) most of the year, even when driving the Seven! I'm looking forward to the next couple of years under his organization and leadership. We'll see what happens, he already has all of 1991's meetings set-up!

Tenth, John Daniels is retiring from his job at Metro and they are having a going away party for him. Have a peek at the copy of the flyer I was given. If you want to attend, please call Diane Reeder at 684-2231 no later than March 18th.

Eleventh, John also told me that the Morgan Club is sponsoring a Spring Tour on Whidbey Island on March 22nd. They are going to depart from the Mukilteo Ferry terminal at 8:00am sharp, tour through Langley and go to a winery until about 1:30pm. Then drive/rally across Whidbey Island with cocktails in LaConnor at 6:00 and dinner at 7:00. There will also be a slide show. Please call John Daniels at 788-2729 so that he can let them know if you are going on the Spring Tour (if one of my Lotus's ran I sure would like to go).

Finally, (yes finally), if you were paying attention I previously said something about "Lotus's", as in more than one. I recently did a strange and impulsive thing and bought another Lotus that can't get to my garage on its own power. Mike Shaw wanted to sell his 1974 Elite that he's had sitting around for the last three years or so, and I had nothing better to do with my time, a deal was struck and I became it's new owner. For those of you that were unaware of my first Lotus, its a 1972 Europa S2 that I bought in pieces two and a half years ago and have been in the process of a complete, down to

# John Daniels

is retiring after 30 years.

the last nut and bolt restoration ever since. The Elite is in a lot better shape, Mike had the entire drivetrain rebuilt. I just want to do enough to it to get it driveable, some suspension and brake work. I'll continue to lavish my attentions (and money) on the Europa in hopes of driving it sometime this year too, hopefully to a day at SIR!

Just one more item, I promise. At the February meeting held at Bayside Lotus, Bud Hoelscher mentioned that he was getting the 1991 Esprit Racing Replica for a customer soon and he took names of members that wanted to have a look at it when the car came in. A few days later he gave me a call at work and said the Esprit was there but that the owner was picking it up tomorrow morning! Since I work only about a mile from

Bayside Lotus, I dropped in to have a look. I have seen the new Esprits in the showroom before but I was not prepared for the feeling of authority and competence that *literally exuded* from the car as it sat there in Bayside's shop. Bud and the mechanic that was checking it out (sorry, I don't remember his name), were just as excited as I was. We spent a good 45 minutes looking at the car from above and underneath (they put it up on the hoist). There is adjustable suspension, HUGE brakes and the rollcage attaches to the tops of the shock towers (all four of them). The mechanic explained some of the differences that set this Esprit apart from the others. Lots of changes, most of them pretty subtle. When the mechanic was done with his inspection, he had the duty of driving it around the block to make sure everything felt okay. Can you imagine, getting to do that, let alone getting PAID to! Lucky guy. Lucky owner. Awesome car. By the way, the man that bought the Esprit Replica Racer also joined our Club! He's looking forward to the next Track Day at SIR. It would be worth taking a day off just to see and hear him driving it around the track. I would like to personally invite him and his Esprit to one of our next meetings so that everyone could get a look at that fabulous car.

*I received the following letter in early November of 1990 from Dave Alford, the head of Club Lotus NorthWest (based in Portland, Oregon), and thought that I should put it into our Newsletter. It deals with the All British Field Meet in Portland this last September and gives his club's view of the Meet. Dave's views conflict with those of Terry Elmore's and make for interesting reading. I gave Terry a copy of the letter to read first (so he wouldn't be suprised) as it is a little strong in its wording and a little sarcastic in it's dealing*



Please come and help us wish him well on  
Friday, March 22, 1991  
Bellevue Holiday Inn  
Evergreen Point Room  
11211 Main Street, Bellevue

No-Host Bar	6:00 PM
Dinner	7:00 PM
Cost	\$22.50 per/person
Entree	Beef Tip Stroganoff or Spring Chicken

Please have checks to Diane Reeder, M/S-SR,  
no later than March 18, 1991.

with the comments that Terry wrote about the Portland meet in the September/October edition of the Lotus Lines. Jim Taylor, Editor, Lotus Lines.

Jim, I'm sure glad Terry invites everyone to contribute to your newsletter. I'm even more glad we're receiving it because if we weren't, I wouldn't know what kind of yarns he was spin'n about the All British Field Meet, Portland. If I hadn't seen Terry there, I'd have sworn he'd been somewhere else. Terry told you folks Club Lotus NorthWest had six cars in attendance. He must have been counting the Elans only!

- 1) S1/S2 Elan, red goldleaf, Carolyn Arnquist
- 2) S3 Elan Coupe, red, Dave Alford
- 3) S4 Elan Coupe, BRG, Lynn and Michael Attwood
- 4) S4 Elan Coupe, white, Gebhort (Portland, non-member)
- 5) S4 Elan DHC, red, Bob Parry
- 6) Plus 2S Elan, white, Steve Aumdahl

One member, Dick Keys, brought three cars himself: the 'Pink Stamp' Lotus 30/40, a 'new Elite', and one other. That's half the cars Terry credited us for alone!

If he'd looked in the competition corner, he'd have seen Mark and Tony Viskov's Mark I and II Cortinas (true, Tony's is a cross-flow with Lotus badges). He also overlooked Mike Johnson's hose green Europa Twin Cam. There was, too, Bob Ames BRG and Lotus yellow type 51.

On Terry's defense, the sun was out and it was awful bright! Or, maybe, he only had one eye open!

For the past couple of years, Lotus has been stuck back in the trees and weeds - where Range Rovers roamed this year - at least they're tall enough to be seen! This 'off campus' treatment for the past two years caused a few people to shy away and the SCCA races in Kennewick, someone else's vacation to Australia, etc cost us a few others. However, we did have 100% more Lotus cars in attendance than last year. In addition, we fielded cars for the three other 'shows': 1) The corral at the Historic Races at PIR, 2) the Concours de Elegance at Forest Grove and 3) PIR's 'World of Wheels'. Naturally, everyone can't do everything.

If Terry'd been at the cocktail party Friday night, he'd have found a Lotus first at the Field Meet. We had a hospitality table for the out-of-towners complete with yellow and green balloons!

Regrettably, the Jaguar folks dropped the ball on a Lotus only judging. We had contacted them before they even knew for sure the Field Meet was going to happen last September - they have their own problems. We held a judging for club members only because of this problem. In fact, I'm including free dash plaques for your people who participated in the Field Meet.

This year we have an official liaison appointed by the Jaguar Club to us because they know they did not treat us righteously last September. Please remind yourselves too that this is our first year of existence and we have had no previous experience with this event (as a club), but we are learning.

This next year there will be emphasis on getting up North, Seattle and BC, to reciprocate. Please provide us with your event dates as soon as possible - last year the events were almost history before we heard about them and we didn't get your newsletter.

As for the West Coast Meet being in Portland in 1993; won't happen. We have put out feelers to host the event two to three years after we decide to do it. We haven't decided on anything, yet.

I have spoken and written to Terry about jointly sponsoring the West Coast Meet. Malcolm Muir has also suggested the BC Club might want to get involved. To that end, I have had separate communications with Kiyoshi Hamai (Golden Gate Club) and Mark Winston (Lotus Ltd). We are also forming a liaison with Lotus West, Club Elite and the Mark IV associates - the West Coast entities. We are testing the water.

It has been suggested that the NorthWest (Club Lotus NW, Evergreen and BC Clubs) might want to collectively step into the rotation of the West Coast Meet as either equal partners or individually. Lotus population density, weather and distance are problems to overcome - more so for you than for us.

We have over forty members our first year out. We have a regular and outstanding newsletter. We are solvent. We have capable and some really talented members who have large convention experience. We have a track available at 10% the cost of Sears Point. But, the budget for the West Coast Meet exceeds \$30,000.00, needless to say we are proceeding cautiously.

The biggest problem with the Lotus attendance at the Portland All British Field Meet was not with that of our own club. We had about one car for every four members - which can and should be improved upon. The biggest problem was that it drew only four other cars from the entire West Coast! This is not our event. It is run entirely by the Jaguar Club. We pay to go to it just like you. As I've said, we are going to have more of a voice in it but as it was, we weren't going to invite other Lotus owners to drive for miles only to be stuck out in the weeds.

I'd throw a little dust the other way because you guys only brought three cars down here - except that we never got to Seattle! I don't think you're too dependent on this event as Terry suggests.

Personally, I think we should strengthen our ties. A club that runs only their own events has little time to participate for fun! Plan on coming back this year. We will have improved circumstances. We will have our hospitality table for you again. We will have more time to get around at the Meet and say 'hello' to all of you. There will be a Lotus judging this year. And, the autocross will be more fun and less technical - we have had something to say about that too!

I'm not mad at Terry. I only want to point out his oversights. Keep up the good work. I'm looking forward to meeting each and everyone of you.

Dave Alford, Club Lotus NorthWest.

The Position of Driving by Kiyoshi  
Reprinted from The Chapman Report, May 1990,  
the newsletter of the Golden Gate Lotus Club

This is the second in the series concerning the practice of driving. A few months ago we concerned ourselves with the position and set-up of the major controls used in driving. This month we shall take a look at the rest of the car and of driver preparation. All of these ideas are in preparation for the 1990 Lotus Convention track Day on June 1st.

The 1990 Lotus Convention Track Day at Sears Point will be divided into groups. Each group will rotate being given at least three (possibly four) twenty minute sessions. I would expect a good driver to get in about eight laps of Sears in those twenty minutes, which doesn't sound like much now, but when on the track you'll be amazed how tired you'll get by the session's end. Driver fatigue has a direct correlation to mishaps, something we wish to avoid!



By the end of twenty minutes of hard driving track time the driver is not the only thing to get tired... so does the car. Systems are taxed. They are subjected to the rigors of the race track, which are far more strenuous than the hardest street driving you can do. Things overheat, bend or break under track conditions that wouldn't even be close to the limits under road conditions.

Let's begin with the suspension, front first. The typical front suspension of a Lotus is prone to loosening wheel bearings and tie rods. Jack up the car and shake vigorously, look for loose components. Have a good front end shop check the alignment and balance of the front wheels.

Check the brake pad condition and I strongly urge that you bleed the brakes if you haven't done so recently (in the last 3 to 6 months). Put in fresh Castrol, don't fool with silicon unless that is what you've been using AFTER a total rebuild of the brake system.

Now raise the rear and again shake each wheel vigorously looking for looseness. On Europas and Esprits, check closely the left rear wheel bearing and u-joints. On Elans, check the condition of the Rotoflex couplings. Again check the brake pad condition and replace if needed. And again, flush and bleed the brake system. **STRONG WARNING** - If you replace any brake pads be sure to bed them in BEFORE getting to the track. This will eliminate green fade at turn 11...

To bed brakes find a vacant road, accelerate to 50 or 60 mph and then hit the brakes at about 70%, do this six times or until you experience the first signs of green fade. Then do an all out, anchors out stop (you should experience lots of green fade, so make sure you have lots of room to stop!). Allow the brakes to cool, resting about 30 minutes. Then do the routine again. In all the heating and cooling should be done at least three cycles.

The engine... check all the simple things, fluids, fan belts, filters (air and oil). Check the condition of your radiator and hoses (heater too). Check the condition of your ignition wiring (plug wires and to the coil). I strongly suggest a good tune up, replacing points, cap, rotor, and condenser. Checking timing as well. Replace spark plugs with a fresh set. Check battery level and make sure the battery is mounted firmly with a stout metal bracket.

In the passenger compartment, make sure the seats are firmly mounted and the seat tracks lock firmly (so the seat won't slide forward and back!). Check that the seat belts are firmly mounted and fit properly.

Now for some comments concerning technique... I've harped on this subject time and time again... But, driving is 80% mental, 10% skill and practice, and 10% physical fitness. We all grumble at other drivers on the street, complain about their 'lack' of skills and 'lack' of courtesy. Why do they drive that way? Poor training? Why do they make mistakes? Poor training? Possible... but the majority of driving errors and accidents are caused by a breakdown in concentration. A perfect example of a breakdown in concentration is the occasion of following a driver who is using their cellular car phone... Ever notice how the cellular user begins to drive like a drunk? Weaving, slowing and speeding... All from a general lack of concentration of the driving task at hand.

It is possible on the street to drive at a 75% concentration level (or less) because we are only using 25% or less of the car's capabilities. However, when on the track you may be using as much as 90 to 95% of the car's capability and this will require ALL your attentiveness. Don't underestimate this fact. Be fresh, get plenty of rest before hand and refrain from drinking for the 24 hour period prior to getting on the track. You would expect the same behavior of the pilot of a 747 wouldn't you?



The better shape you are in the better your powers of concentration will be. Mental concentration takes lots of energy. You come off the track sweating and panting. If you're stamina is short your mental concentration will wain by the day's end. If you find yourself getting tired, then get off the track and rest. A few minutes missing of track time is better than missing the rest of your life!

Finally, I use a technique of mental picturing of visualization. I memorize the track, the feelings, the forces acting upon my body and the actions I will take at every given spot on the track. I then playback this mental movie of the track before I even set a wheel on the tarmac. All foreign thoughts are set aside and I mentally concentrate on the task at hand, running that mental tape of the track before me. In this manner I am now prepared to anticipate the experience and the circumstances I will encounter on any given lap.

Skill and practice are really only a small percentage of the driver's picture. Practice is necessary to learn those feelings so well that the mental tape I just described is perfectly accurate. Any inaccuracy in that mental movie will either put you off the road or you'll not be maximizing the car. I practice everyday, and nearly every driving moment. It doesn't matter if you're in a street car or not. You must have the mental image of how to take a corner or brake at a given point even while street driving.

Even in everyday street driving you can drive the line, or pick a particular spot an stop on it, or drive over with one wheel an exact apex point on the roadway. Practice applying the brakes smoothly. Practice shifting smoothly, and heel and toeing. Practice pulling the steering wheel and using your hands properly. Really concentrate on being smooth. Concentrate on 'feeling' the weight transferring from side to side, from front to back as you corner, accelerate and brake. Concentrate on getting that weight transfer to take place smoothly, the car SHOULD NOT bob, or dip, or sway. The car SHOULD roll smoothly and evenly into a set and stay there until you unwind the wheel and power out of the corner.

Practice everyday, every driving moment. That's how you get good and stay good. You don't have to be driving flat out to practice these skills... they can be done at street legal speeds. Smooth, imagine driving with a shallow bowl on your dash containing a raw egg... You don't want that egg to slip out do you?

Why is it so important to be smooth? Doesn't driving fast mean jamming the throttle to the floor and stomping on the brake? Maybe that works to a point on the street when you are only using at most 25% of the capacity, but when you're operating at 90% capacity and you jam the brakes on you'll instantaneously exceed 100% and the wheels will begin to slide, losing traction. Stopping distances will increase and efficiency is lost. By smoothly applying the brakes you are better able to 'feel' the threshold of when the tire begins to lose traction and you can adjust the pressure on the brake pedal accordingly.

Smooth works... so practice it... You're passengers will appreciate it.

The right foot... for most folks the right foot controls two pedals... EXCEPTION, when driving an automatic use the right foot on the throttle ONLY. The left foot is used for the brake (I can hear the screams of anguish from hordes of high school driver training instructors...). In a gear shift car the right foot is used to operate both the brake and the throttle (EXCEPTION #2... this is true unless you are well practiced at left foot braking in a shifting car and are approaching a corner that does not require a gear change).

Smooth: The throttle should be applied by squeezing it on, don't jam the sucker to the floor, that's wasted energy. Squeeze it on, add pressure smoothly in a sweeping motion. The reverse goes for coming off the throttle, taper it off, don't just side step the pedal. Sudden movement on the throttle torques the engine and drive train and makes the car lurch from side to side and makes the car pitch forward or aft.

Braking with the right foot or left foot should be done the same way... SQUEEZE, not stomp, use stomping for killing roaches... By squeezing the brake pedal you can easily modulate the pedal pressure and keep the tires working at the threshold of traction, their optimum.

The transition from acceleration to braking is important. The tires are not rigid and they squirm about. The effect of smooth transitions has a direct effect upon the contact patch of the tire. You want to keep the patch as stable as possible. Sudden transitions will cause sudden reductions or gains in the traction of a given tire. Those sudden changes in traction are so quick there is no possibility you can react in time. This is where left foot braking does have an advantage. But, most Lotus cars are not set up for left foot braking, therefore another means must be found.

Traditionally this has been called heel and toe, but the way I like to do it is more like foot rolling. If the brake and throttle pedals are in proper locations, such as described in the last installment, then it is possible to brake with the left half of your foot and then roll the right side onto the throttle. This allows for shifting and braking simultaneously. However, you can use a variation of this technique to 'roll' off the brake pedal and 'roll' onto the throttle. And the reverse is true as well, as you lift off the throttle you can 'roll' onto the brake pedal. This makes for a smooth transition from throttle to brake and from brake to throttle.

Steering... I heard all sorts of techniques... From don't cross your arms to cross your arms, arm over arm and on and on and on... So, what's right? Well, here's some thoughts. First, NEVER grab the inside of the steering wheel. I see a gawd awful lot of folks on the street do this one. They reach inside the top of the wheel and pull down. DON'T DO THAT! You can't reverse the direction of the wheel. Second, NEVER let go of the wheel, even when turning to straight. Lotuses are good for this because they are race car like with little caster and therefore require you to center the wheel on corner exit. Third, scrap the 10 and 2 positions and use 9 and 3, don't lock your thumbs around the wheel too tightly, the spokes on the wheel will whack them off.

Use the push-pull method. Some have said keep your hands on the top of the wheel... Okay, close... but better yet is not to let your hands cross the 12 and 6 positions. So, for a right hander you'll pull your right hand down as you push your left hand up. When your left hand reaches 12, lift your right hand up and grab next to your left hand and begin pulling down. As you begin to pull down, drop your left hand to the 6 position and push up. To unwind the wheel, reverse the motion. If you've done this correctly your hands will be exactly where they began.

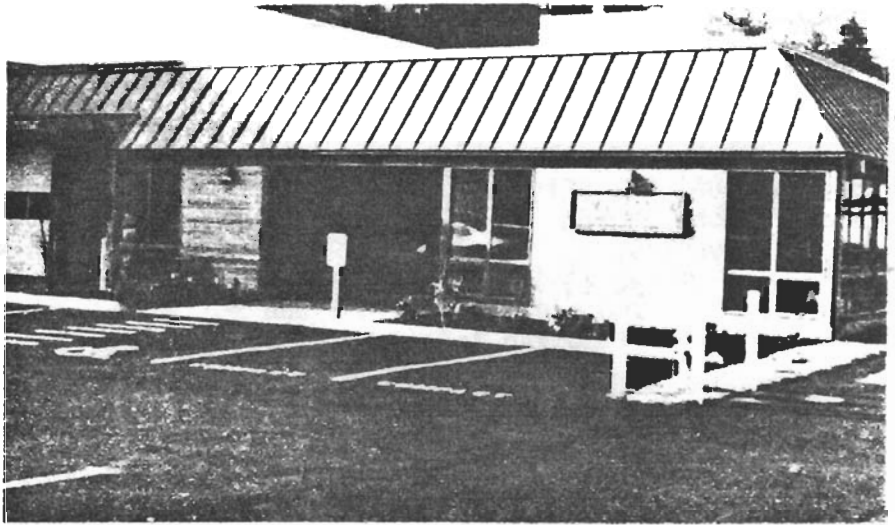
Head... Head? Head you ask? What's my head got to do with driving? Well... where are your eyes? Vision is obviously important. And with vision comes depth perception. You can not possibly drive a car consistently if your frame of reference is bobbing from side to side or your head is laying out of the side window. Learn to hold your head vertical and still. Don't lean it from side to side, you are not driving a motorcycle. Always look where you want to go, even when spinning!

So, those are some things to think about and practice... See you at the track!

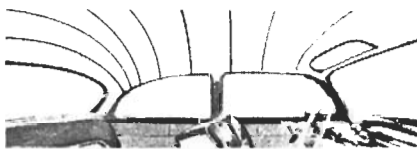
# Sunmark Announces...

A Full Automotive Upholstery Service ranging from repairing damaged and worn interiors to complete replacements. Our experienced staff can install a new vinyl interior, convertible top, or new carpeting. This addition to your vehicle will increase its value and your driving pleasure.

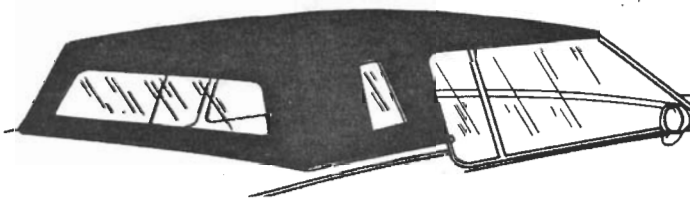
Stop by Our Showroom & see our complete line of sample materials to match your interior needs. We are proud to offer FREE ESTIMATES.



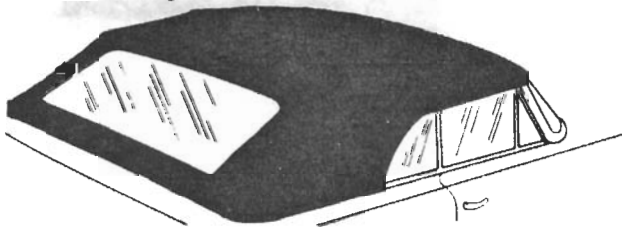
The home of SUNMARK Contemporary Automobile Accessories, located just off I-405 in Kirkland.



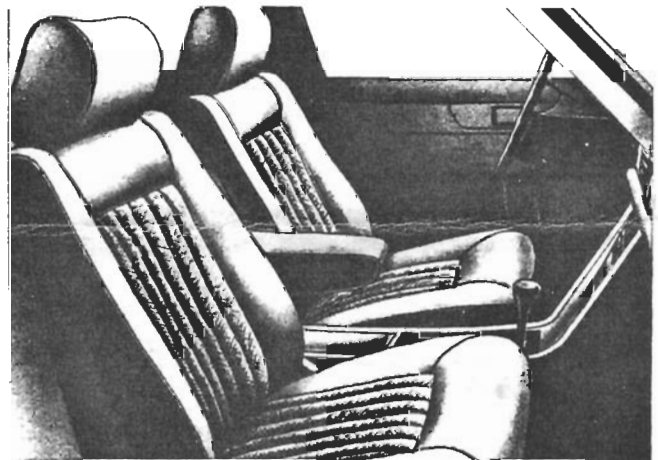
**Headlinings**



**Landau Tops**

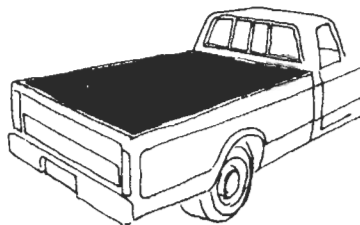
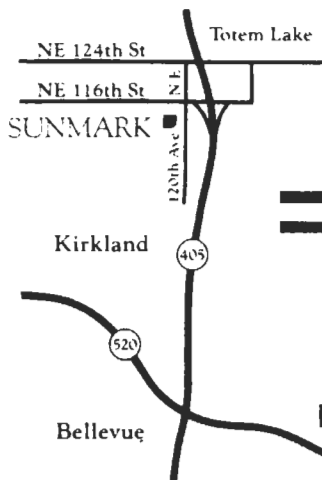


**Convertible Tops**

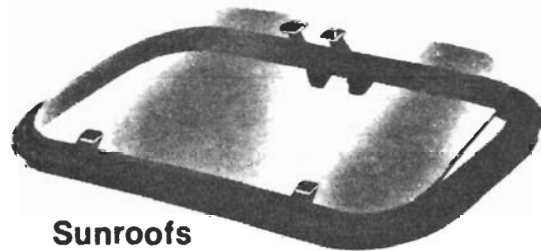


**AUTOMOTIVE INTERIORS**

**VISIT OUR SHOWROOM!**



**Tonneau Covers**



**Sunroofs**

**Sunmark Upholstery**  
 11435 - 120th N.E.  
 Kirkland, Washington 98033  
**821-2400**

**SIMPLY THE BEST**

**BEST PRICE BEST SELECTION BEST WARRANTY**

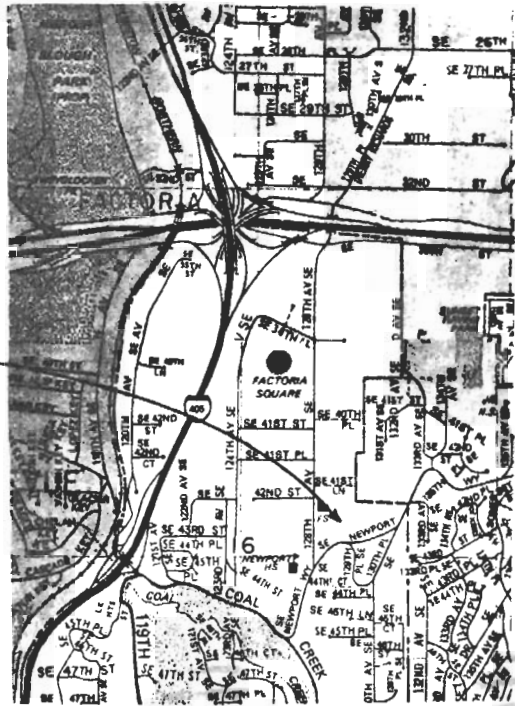
642-4401

Meeting Locations

March Meeting

Saturday the 16th at 1:00pm  
Bob Cross and Gayle  
4257 129th Place SE, #3  
Bellevue, WA.  
Gayle: (206) 643-9046  
Bob: (206) 883-8814  
[Park in the church  
lot and go thru the  
hedge if you want]

HERE  
IT  
IS



April Meeting and Tour

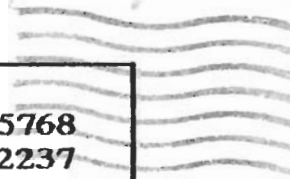
Saturday & Sunday, 20th & 21st  
The Pacific Ocean  
Orchestrated by Nikki Daniels  
11232 312th NE  
Carnation, WA.  
(206) 788-2729  
[Call for details]

9:00  
FIVE DENNY'S

CHATAUQUA  
MAIN STREET OF LONG BEACH  
THRU TOWN ON BEACH  
BIG SIGN

**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**



**FIRST CLASS MAIL**