

LotusLines

May/June 1991

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

Bob Crichton Chairman of the Evergreen Lotus and Social Club

This is my time to tell all of the readers of this Newsletter just what is going on out in my Auto World. I will start by thanking Bob Nelson of the Morgan Club for inviting us to their Spring tour. Our club was represented by myself and Jim Taylor as navigator in my Seven, along with Duaine and Shirley Urguhart in their Esprit. The Morgan club had at least 10 cars show up at the Mukilteo ferry dock. I was really impressed with their turn out especially with the threat of rain and snow in the weather forecast. But I guess you cannot stop a Morgan person from having fun. And I'd like to say 'fun' is the word that described that day. We played in Langley, went for a tour of a winery and then entered their rally. This was a rally that was supposed to go 80 miles and take about 2 hours. Duaine still wonders how I could come in second and him fifth when he completed the course on time and I was over an hour later, lucky for me I didn't make the rules. We all ended up at a little restaurant in LaConner that the Morgan Club had made arrangements with the owners to have the restaurant closed to accommodate us. The food was great, the guest speaker was entertaining to say the least and the Morgan people know how to have a good time. My thanks again to Bob Nelson and his Morgan Club!!!

Now I would like to thank Bob Cross for his meeting at Gayle's apartment. At that meeting the Lotus club was invited to a Solo II class/autocross meet at their race area in Kent. I showed up on Saturday morning really wondering if it would be going on with all the rain that was coming down. But to my surprise there were at least 50 cars there and ready to learn and go. Our club was represented by myself, Bob Cross and Greg Whitten. We learned a great deal and got to drive our cars at brake neck speeds. It took me all day Sunday to wipe the grin off of my face. It is something all of us should do even if it is in your old family sedan.

Our last meeting was held on April 20th, 1991 at the Denny's in Fife. It consisted of all the people going to the Ocean for fun in the sun and sand. The most outstanding thing about it was it started on time. Shari and I could not go with the gang to the beach because of the impending birth of our child but we sent them off in great spirits, I will have to wait for news from them as to how it went. So Shari and I went to SIR to watch the vintage race held there. As far as I know Terry Elmore was the only other Lotus Club member there. But there was a wide variety of Lotus cars participating in the vintage race.

That is it for this letter, hope to see you at the Maltby Cafe at 7:00 a.m. on May 18, 1991 for our next meeting, where we will kick off our trip to the 1991 All British Field Meet in Vancouver, B.C.

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)

May -

- 4th and 5th, Saturday and Sunday, SCCA Escort World Challenge at Sears Point International Raceway in Sonoma California.
- 4th, Saturday, SCCA Northwest Region Solo II Advanced School in Kent.
- 5th, Sunday, SCCA Northwest Region Solo II Competition in Kent.
- 18th, Saturday, meeting at the Maltby Cafe before a group drive to Vancouver, BC.
- 18th, Saturday, All British Field Meet in Vancouver BC.
- 26th, Sunday, SCCA Northwest Region Solo II Competition in Bremerton.

June -

- 2nd, Sunday, a slalom is being held by the BC Lotus Club. Detail in this issue of the Newsletter.
- 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's home.

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.
- 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.

ELCC Ocean Dash by John Daniels

Well, here I am again, telling all of you that did not attend the ELCC annual dash to the ocean, you missed one heck of a good time. As usual we agreed to meet at Denny's in Fife for breakfast and tour down in a group. This plan went off in normal club fashion when several of us found our illustrious leader wandering around in the parking lot slightly before the appointed time. As I have stated that I intend to remain active by organizing events, I immediately took charge and tried to reserve a table for nine people. Fortunately Bob stopped me as he had already taken care of this matter.

At about 9:00am we decided to actually start on time and went into the restaurant. When we were taken to our table we discovered Noel and Bobbie were there and just finishing their breakfast. It seems they had arrived an hour earlier and reserved the table for a party of nine. After waiting forty minutes they gave up and ordered breakfast. The hostess meanwhile became concerned about a second party of nine (which just so happened to be us!) and convinced them to give up their claim on the only large table.

Once we settled in and started feeding our faces, Bob decided it was necessary to conduct a meeting. He proceeded to sit there mumbling various things that no one could hear until someone asked him if the meeting was over. Meanwhile other members wandered in and we found out that Bob and Shari couldn't go with us (just because Shari is expecting any day now). As a real first, we left Fife on time with the usual mix of strange Lotus automobiles; an Esprit (complete with a Chevy 350 engine), a Ford Mustang, an Acura Integra, a Mazda 626, a Toyota pickup and a Cadillac.

Even though Shirley had mentioned that they had no idea where Long Beach was, the Esprit was seen passing the group prior to Olympia at a rather rapid rate. It was next seen at a rest area with the engine cover up and Duaine and Gary looking for the engine. I guess they found it. As a short time later, while I was trying to figure out how to get back to them, the red Esprit once again passed us like we were standing still. Later I found out that the car was not running just right and it was thought that it might need a good blowing out.

When we reached Long Beach, we once again fell back on tradition. We gathered in one of the rooms with snacks and wine and discussed at length room assignments and what we were to do today. After a while we settled the room assignments and decided to tour the town.

Arriving in town we discovered that Bob had misplaced Gayle as she had left earlier to get her car washed. Loyal as always, after a brief search, we all proceeded to inspect every item in every store in town. This continued until we found the Go-Kart track. By some stroke of luck, Gayle happened by at this very time and was reunited with the group (the car was still dirty).

Naturally, being a car club we felt it was our duty to show the world how to drive go-karts. Shirley proceeded to pass most of the natives while remaining extremely lady-like. Nikki and myself, however, set out and established new track records.

Nikki became the first person ever to whip a kart into the pits in the middle of a session for a unscheduled pitstop expecting a four tire change. Meanwhile, I now hold the most black flags in one session. In truth though I must admit that the track does not own a black flag, the proprietor just shouts loudly whenever he perceives you are breaking a rule. I received five of these shouts in one session. I still say that when all else fails it's perfectly okay to bang your way to the front (Gary on the other hand did it with finesse and skill). I also deny that when I get into a kart I become overly aggressive and out of control!

The rest of the day was spent eating, shopping, eating, swimming, eating, hot tubbing, eating and beach combing. That evening we gathered in the main room once again and snacked, had some wine and enjoyed each others company.

In the morning we once more enjoyed the beach and of course ate again. That afternoon we finally got Jim the ice cream cone he kept whining about the day before and then parted company for our various routes home.

On our way home we once again spotted the red Esprit alongside the highway just before Raymond where an unfortunate State Patrol officer was apparently asking for assistance. At least I think he was lost as it looked like the driver of the Esprit was writing out instructions on the officers notepad when we went past.

By the way Dave, even if you and Alice couldn't make the trip, your book did. I believe this makes it the most traveled book in the club's history. My thanks to Nikki for the great job she did arranging the trip and the housing.

Lotus Elan Wins Prestigious British Design Council Award by Lotus Cars USA, Inc.

Hethel, England -- The new Lotus Elan Convertible has won the prestigious 1991 British Design Council Award. The award is presented annually for a single product that combines outstanding design, performance, innovation, safety, reliability, ease-of-use, value-for-money and appearance.

The award, presented earlier this month at the Design Council headquarters in London, was accepted by Group Lotus Managing Director Michael Kimberley. "The new Lotus Elan has been a remarkable achievement," said Ronald Foster, President and CEO, Lotus Cars USA, Inc. "Design conception to Job One took less than three years and included the construction of an entirely new plant and manufacturing facility.

The car was launched in the U.K. and most European countries early in 1990 and became an immediate success. Key motoring journalists have enthused about its styling, performance, ride and handling, user-friendliness and overall driving enjoyment. After significant enhancements to the Elan's exterior and interior design, suspension geometry, wheels and tires, Lotus Cars USA launched the convertible to the American market in February 1991 to rave reviews.

Northwest Alfa Romeo Club Track Evening at SIR
by Marilyn Williams, Competition Chair for the NWARC

It is our pleasure to invite the Evergreen Lotus Car Club to join our club for an afternoon and evening of driving practice at Seattle International Raceway on Wednesday, June 5th, starting at 4:00pm.

We anticipate that we can begin driving as soon after 4:00pm as we have a quorum, which is enough people to work the corners and enough cars teched and ready to roll. With lots of daylight at this time of year, we will continue until dusk, and we expect that plenty of driving time is virtually assured.

Our costs for the track date have suffered only a modest increase and we are able to offer entry fees unchanged from 1990. This is undoubtedly going to change for events later in the year, but the entry fees for this event are:

NWARC members and Canadian Affiliates;

Preregistration	\$40.00
Day of Event	\$55.00

Invited Marque Club Members;

Preregistration	\$55.00
Day of Event	\$70.00

Invited Marque Club members are required to drive a car of their marque.

There are a few participant rules for this event and they include:

- 1) Alcohol and drugs are strictly prohibited.
- 2) Helmets (1975 or later Snell rating) are required for driver and passengers. Eye protection is required for drivers and passengers of open cars (glasses suffice).
- 3) Open cars must have a roll bar. If you are fitting a roll bar for NWARC events, contact me (Marilyn Williams) at (206) 935-3979 for specifications.
- 4) Factory installed three-point seatbelts or five-point racing harnesses are required.
- 5) All drivers are required to attend a driver's meeting at the track.
- 6) All drivers are required to work turns at some time during the event.
- 7) Anyone who has not previously driven SIR with this Club will drive accompanied by an experienced driver from this Club until approved to drive unaccompanied.

We may be able to organize technical inspections the weekend before this date which would help minimize bureaucracy at the track. We will try to accomodate all levels of driving experience and will consider a 'strictly novice' session and/or some informal instruction if demand is sufficient.

If there are any questions, I'll be happy to hear from you. Marilyn Williams, (206) 935-3979. See you on June 5th at 4:00pm!

Registrations must be postmarked by May 27th to qualify for the preregistration fee.

Mail your entry with a check payable to NWARC to:
Kim Buty, NWARC Treasurer, 8315 Jones NW, Seattle, WA, 98117

Name(s): _____

Address: _____

City: _____ State: _____ MailCode: _____

Phone: _____ Club Name: _____

Marque: _____ Model: _____

Have you driven SIR with this club before? Yes: ___ No: ___

March Meeting by Bob Cross

On March 16th, Gayle Hart and I hosted the Evergreen Lotus Car Club at Gayle's apartment. The weather was perfect, possibly helping with the great turn-out of cars - three Esprits, one Elan, one Elan+2, and a Super 7. Parking was at a premium, but we managed to squeeze them all in.

Our guest speakers were Joy Cottier and Karen Babb of the Western Washington Sports Car Council. Both of these women are top-notch driver/instructors in Autocross and Solo II events. Joy described what Solo II is and that learning how your car handles can help you in 'real world' situations. She went on to explain the competitive nature of the sport which has kept her interested for the past 18 years. Karen Babb competes regularly with her husband Ron in their well-prepared Elan.

Several weeks later on April 6th, Bob Crichton (Super 7), Greg Whitten (Turbo Esprit X180R) and myself (Europa S1) attended the Novice Drivers School. After about two and a half hours of classroom discussion, we went out on the track to practice and get some practical driving experience. All driving is one car at a time against the clock. Bob Crichton, driver par excellant, blew the socks off of Porches, Alfa's, an Eagle Talon, a Corvette and a Ferrari.

A good time was had by all.

Syncro Niceties by Bob Parry

Reprinted from The Lotus Position, Newsletter of Club Lotus NW

Better than flouride, these devices fight premature tooth decay.

The lowly gearbox is one of the least understood parts of an automobile. Not only is it buried deep within the bowels of the car, not easily removed for casual inspection, but lacks the glamour and excitement that draws otherwise sane individuals to tear apart their engines just to see what's inside. The Chinese puzzle that lurks in every transmission is a challenge to every mechanic to either take very good notes during disassembly or to mentally engineer every part as it is installed. Not unlike snowflakes, every transmission is different. Subtle changes in gear teeth angle, snap ring widths, shifter fork thicknesses, thrust bearing materials, different lockout mechanisms are but a few of the many upgrades that engineers use to prove their worth. Woe to him who dares to make 'one out of two' or to one naive enough to think that he will get all the right parts by simply giving the dealer (there are virtually no aftermarket transmission parts) the correct year and model of the car. But I digress.

This article is not about rebuilding transmissions, but is about understanding them well enough to use them effectively. Foregoing all talk of determining optimum gear ratios and theoretical discussions of Rockwell hardness measurements, we will simply cut to the quick and try to understand the function and operation of THE SYNCHRONIZERS.

In the prehistoric days before synchros, aborigines (and other Brits) used to shift their gears by actually sliding the loadbearing gear in and out of mesh with its mate. The splines on the shaft and in the center of the gear would keep the gear turning with the shaft and yet allow the gear to slide longitudinally along the shaft. The problem with this (actually there are many problems) is that of matching the differing speeds of the two gears to be meshed.

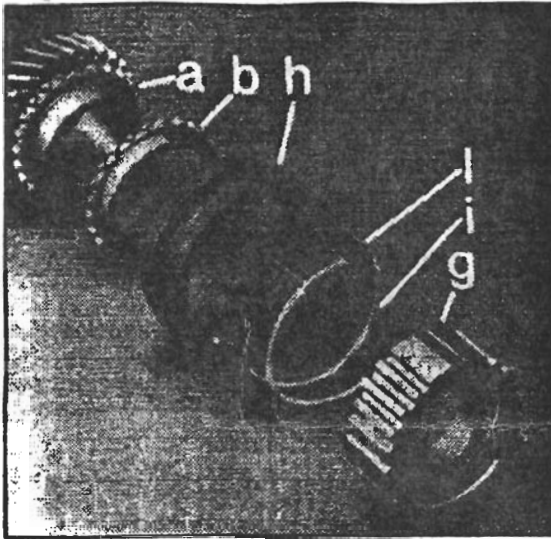
The reason we need to shift in the first place is to keep the engine within its torque range as the car varies its road speed. For this discussion, let's break the car down to its three basic components; the engine, the transmission input and countershaft assemblies, and the output shaft. The input shaft assembly is the majority of transmission pieces that are almost always rotating like crazy within the gearbox. The output shaft speed will vary as a direct result of road speed.

In a modern (post-Spridget) gearbox, all the gears, with the exception of Reverse, are constantly meshed with their counterparts on the countershaft. The gears are always rotating at different speeds on the output shaft. When you 'shift into a gear', you are actually locking that gear to the output shaft. The trick, then, during the shift is to get the output shaft and the gear to be going the same speed for their moment of ecstasy.

To get two assemblies that are turning at different speeds to unite, one of the assemblies must either speed up or the other must slow down. In our example, for the output shaft to change for the shift, the car must dramatically change speed. This is not desirable. Varying the input shaft speed is a lot easier. For an upshift, we want to slow the input shaft assembly so that the next gear is the same speed as the output shaft. Using the clutch to disconnect the engine from the input shaft, we simply let the input shaft slow due to lack of power. At

precisely the right moment, we slide the sliding sleeve that is splined to the output shaft into the side of the gear, so that the sleeve is splined to both pieces at once. If our timing is good, the splines line up perfectly and there is no protest from the underside. Maybe we can do it a second time. It won't be long, however, before the leading edges of the splines meet at greatly differing speeds and the infamous 'chirp' is heard. Thus the synchronizer assembly was born.

The obvious job of the synchros is to match the speeds of the gears to the output shaft. A lesser known, but equally important, task of the synchronizers is to prevent the shift until the speed is synchronized. That balky feeling as you are making the shift is not a synchro going bad, but a synchro doing its job of preventing a badly timed shift until conditions are more favorable.



- a = cone and splines on side of gear
- b = brass synchronizer ring
- h = sliding sleeve
- i = inserts
- j = spring
- g = hub

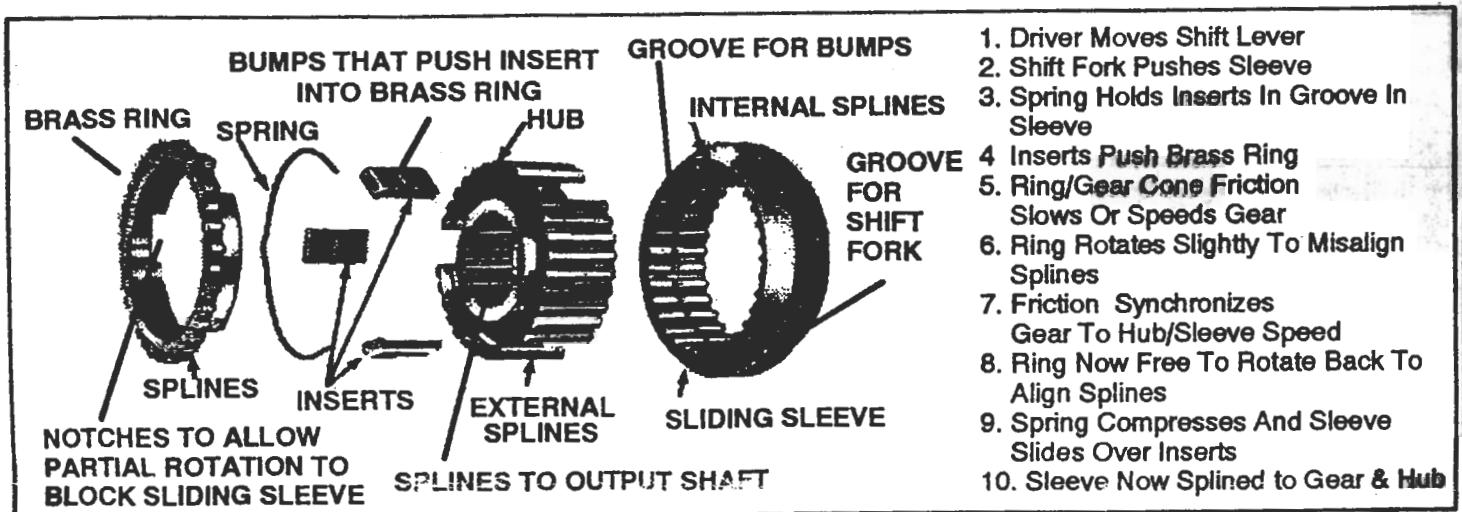
The car is "in gear" when "a" is locked to "g"

The brass synchro ring has a conical interior that almost matches the conical protrusion on the gear. When the brass ring is pushed against the steel cone of the gear, the friction causes the two to grab onto each other. (As the brass ring wears, it expands so that it can slide over the gear cone without friction.) The brass synchro ring is not free to rotate on the output shaft and therefore causes the gear (and the countershaft and the input shaft and the clutch disc) to rotate with the output shaft. The synchro ring causes the gear (et al) to speed up for a downshift and to slow down for an upshift.

Once the speeds are matched, the brass ring needs to get out of the way so that the sleeve (that was pushing it into the gear) can continue its travel and mate with the splines on the side of the gear. This is accomplished by cleverly using spring-loaded inserts to push the brass ring. When the sleeve starts moving toward the gear (because you are moving the shift lever which moves the shift fork and sleeve) the inserts push on the brass ring. It is at this point that the preventative nature of the synchro design comes into play.

When the ring first contacted the gear cone, it grabbed on and started to turn with the gear. After about ten degrees of rotation, it is stopped by its internal notches banging against the side of the inserts inside the sliding sleeve. The synchro ring has splines around

its periphery that match the splines on both the inside of the sleeve and those on the side of the gear. That ten degrees that the synchro ring rotated when it grabbed the gear is just enough so that its splines are directly in the path of the splines on the sleeve as they try to mesh with those on the gear. The shift cannot be completed until the synchro ring can be rotated out of the way. Luckily, this is easy when the gear is turning the same speed as the output shaft. There is no torque on the synchro ring under this condition and the ring is easily pushed aside so that its splines align with those of the sleeve and gear. When more force is applied, the springs and inserts compress and the sleeve continues to move toward the gear without pushing the brass ring. The sleeve glides smoothly into mesh with the splines of the gear and the shift is complete.



10 STEPS TO EASIER SHIFTING

So how does all this understanding help you become a better driver? By being sympathetic to your synchros, that's how. There are a few things you can do to ease the burden of the synchronizer assemblies so that they last longer and are more effective during their normal lives.

Knowing that the input shaft assembly must slow during an upshift, we can help it along by giving it some time in Neutral in the middle of the shift. Simply depressing the clutch pedal during a shift does not allow the gears to slow because the output shaft continues to turn them. By hesitating briefly in Neutral during the shift, we disconnect the gears from the output shaft and the gears slow to match the output shaft's speed. The synchro does not need to do anything.

Downshifts are another story. To match speeds, the input shaft assembly must be speeded up. This can only be done by using the engine to increase the gears' speed. And again, we must be in Neutral. The trick here is that we first depress the clutch pedal to shift out of the higher gear into Neutral. We must then release the clutch pedal to connect the engine to the input shaft assembly so we can increase its speed. When the engine/input shaft/gear speed is as high or a little higher than the output shaft's, we depress the clutch pedal and move the sleeve from Neutral into mesh with the lower gear splines. To be nice to the clutch disc at this point we match the engine speed to the output

shaft/input shaft speed and release the clutch pedal. A word of caution here. This double-clutching is gentle to the synchros if done properly, but if done awkwardly probably causes more damage than it avoids.

Remember that part about how the synchro insert springs compressed and let the sleeve travel into mesh with the gear splines? If by some fluke the splines did not mesh crisply, you must go back to Neutral and start over. Once the springs compress, the brass synchro ring cannot be pressed against the gear cone. Sliding the sleeve back to the Neutral position resets the synchros for another try.

If the synchros seem to be fighting you during a shift, perform a simple test. With the transmission in Neutral and the engine running, step on the clutch pedal and move the lever almost into the Reverse position. If there is any grinding as the Reverse gears collide, the problem is in the clutch release mechanism. Air in the hydraulic release system will limit the throwout bearing travel causing the input shaft assembly to keep on turning when it should be stationary. With the non-synchro Reverse gears this causes gnashing of the teeth. In the other gears the synchros just do their job and try to prevent the shift from occurring. This action causes the resistance that is felt in the shift lever.

Armed with all this knowledge, you should be able to never see the insides of your gearbox. A little knowledge of tranny operation while in the driver's seat will prevent the need for a lot of knowledge of tranny repair.

Okay everyone, its time to turn your newsletter sideways as I got short on time (ie. lazy) and just used the next item as is.

THE 1991 VANCOUVER ALL BRITISH FIELD MEET

MAY 18th

VANDUSEN BOTANICAL GARDENS
Canadian Co Sponsored by Canadian
CANADIAN AIRLINES INTERNATIONAL



T SHIRT DESIGN, YET TO BE FINISHED
THE FUN OF DRIVING A SPORTS CAR

All voting for the Vancouver A.B.F.M. Class Awards and Overall Awards is done by entrant choice voting. This is not a concours but knowledgeable appreciation should be given to owners who have done a fine job of maintaining or restoring their car. Each entrant is asked to vote on 5 or 6 random classes and then hand in the voting card at the information table in the large tent. Please do your duty because it is important to us to come up with the best results. Thank you

VANCOUVER ALL BRITISH CLASS AWARDS

1	Aston Martin, Post War	19	Morgan Plus 4
2	Austin Healey, Early	20	Morgan Plus 8
3	Austin Healey, Late	22	Rolls Royce, Bentley, Post War
4	Jaguar XK120, 140, 150	23	Triumph TR 2,3
5	Jaguar XK E	24	Triumph TR 4,5
6	Jaguar Touring MK 2-10	25	Triumph TR 6
7	Jaguar XJ Sedan	26	Triumph TR 7,8
8	Jaguar XJS	27	Triumph Various
9	Lotus, Open	28	Rover
10	Lotus, Closed	29	Post War Touring 60's +
11	MG T Series	30	Post War Touring 50's
12	MGA	31	Pre War Touring
13	MGB.C Roadster Pre '75	32	Pre War Sports, GT
14	MGB.C '75 and newer	33	Post War Sports, GT 50's
15	MGB, C GT	34	Post War Sports, GT 60's
16	MG Midget, Sprite	35	Post War Sports, GT 70's +
17	Mini	36	Special Interest
18	Morgan 4/4		

OVERALL AWARDS

THE BCAA AWARD FOR

BEST DEBUTING RESTORATION

1990 Winner:
Peter Welch, 1934 MG K3

NEATEST LITTLE CAR

1990 Winner:
Skip Downing, 1932 Austin 7

THE GARDEN CURATOR'S AWARD

FOR THE MOST ELEGANT CAR

1990 Winner:
Bill Pennell, 1949 Rolls Royce
Silver Wraith

THE MCL MOTORS AWARD FOR

ENTRANTS CHOICE OVERALL

1990 Winners:
Peter Welch, 1934 MG K3
John Fairclough, 1935 Aston
Martin Ulster MK II

THE 1991 VANCOUVER ALL BRITISH FIELD MEET GENERAL INFORMATION

The rites of spring are many, but none excite the British car enthusiast as much as The Vancouver All British Field Meet. This year's event, the 6th annual will be held on May 18 on the familiar lawns of the impeccable Vandusen Botanical Gardens. Again we are building on previous successes which last year saw 374 entries and more than 3500 spectators.

We are returning to our original format this year as a stand-alone event, with the Jaguar/M.G. Heritage Classic doing the same. Last years "experiment" saw no advantage in holding the meets together and resulted in some Heritage judges being too busy to see the rest of the show.

Our new major sponsor this year will be Canadian Airlines International who will be providing round-trip tickets for two to London, England. These will be given away in a "field prize" draw following the Awards Ceremony. PLEASE NOTE: IN ORDER TO QUALIFY FOR THIS PRIZE, YOU MUST REGISTER BY MAY 10, 1991. (early registration deadline!!) We feel it is only fair to offer this prize to those who register early since their commitment is what we require in order to help finance the event. However, we will have additional prizes to give away prior to the ticket draw for which ALL entrants are eligible. In addition, all entrants qualify for the class and overall awards which are chosen by entrant's choice voting. As before, winners MUST BE PRESENT in order to claim their prize.

There are a few changes for this years' meet. Entry fees have increased slightly to reflect the increased cost to us as a result of the GST. (yes, we're guilty of "rounding off") We've added a class (Rover) and dropped a class (Sports War Touring 70's +; these will go in with the 60's cars). Access to the field will be further improved, ballot tabulation will be faster (thanks to a more powerful computer!) and we'll have a more intimate room for our Cocktail Party.

THE ALL BRITISH SWAP MEET

We will be continuing with our All British Swap Meet which will be moving indoors to the Kerrisdale Arena, 5670 E. Boulevard in Vancouver. Last years' meet was a great success and drew participants from the Pacific Northwest and beyond. Our first effort managed to raise over \$800.00 for the Saint Paul's Hospital New Equipment Fund. The Austin Healey Owners Association of B.C. will once again run the swap meet and we expect this year's event to be even bigger and better. Stalls will be allotted to vendors who will be asked to donate 10% of their sales to Saint Paul's. "Cars For Sale" will be displayed inside and there will be a flat fee of \$20.00 charged. So if you have some lunky junk or precious parts to dispose of, indicate so on the entry form and we will be in touch with you. For those vendors who are not entering a car in the A.B.F.M., contact Dave Kotow at 873-8585 (Days) or 432-3436 (Eves). Please note this is for British Cars, parts and related items only.

ACCOMMODATION

This years' best hotel will once again be the Holiday Inn, 7111 W. Broadway (2 blocks E. of Oak St.). We have 15 rooms set aside at a special rate of \$100.00 per night. Patrolled underground parking will be provided. For reservations call Toll Free 1-800-465-4329 or (604) 879-0511. Mention that you are with the ABFM in order to obtain our special rate. POSTERS, T-SHIRTS

This year's poster will be designed by Steve Diggins. The design has not been completed yet but I can assure you that it will be a first class piece of work. T-shirts designed by Bill Wilkinon of Wilkinon's Automobilia will also be available. The design for the shirt which reflects the spirit of driving a British sports car, appears on the front cover of this brochure. Quantities will be limited so buy them early! They will be available at the cocktail party and on the field at the information tent.

Thank you, see you at the gardens. Doug Lupton.

REGISTRATION FORM

This section for O.B.C.S. use only

CLASS _____ ENTRY NO. _____

DATE RECEIVED _____

Name: _____

Address: _____ Prov/State _____

City: _____ Phone No. _____

Postal/Zip Code _____

Make of Car: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

Second Car: _____ Model: _____

Year: _____ Body Style: _____ Colour: _____

ENTRY FEES

Before May 10 (qualifies for Canadian Airlines Intl draw) @ \$22.00 _____

After May 10 (subsidiary field prizes only) @ \$27.00 _____

Additional Cars @ \$11.00 _____

1991 Poster (\$8.00 at the event) @ \$ 7.00 _____

T-shirts: Available at cocktail party and on site only **Total Enclosed** _____

Please make all cheques payable to "The Olde British Car Society" and send to:
 The Olde British Car Society P.O. Box 82664, Burnaby, B.C. V5C 5W4
 We would ask our American friends to pay the same fee, but in US Funds as the exchange will cover the cost of converting the cheque to Canadian Funds. (Sorry about last year - we didn't realize that Money Orders cost so much in the U.S.)

BEST DEBUTING RESTORATION AWARD:

Please indicate if you are competing for this award (Restoration completed within the last 6 months and not previously shown) Entries for this award will be accepted up to and including May 10, 1991

ALL BRITISH SWAP MEET:

Please indicate if you wish to be a vendor.

Swap Meet details and charges on first page.

HAVE YOU READ THE RULES OF THE FIELD? Please do.

SCHEDULE OF EVENTS

Friday, May 17 7:30 - 10:30
 Noggin and Natter, Holiday Inn "Cherry Tree" room, 701 W. Broadway. Late registration, posters, t-shirts and entrants packs will be available

Saturday, May 18:
 8 am - 10:30 am Late Registration, car placement
 11 am - 3:30 pm Car display and Entrants Choice Voting
 3:30 pm - 4:30 pm Entrants Choice Awards Presentation plus subsidiary field prizes

AI British Meet, Vandusen Botanical Gardens, Oak & 37th.

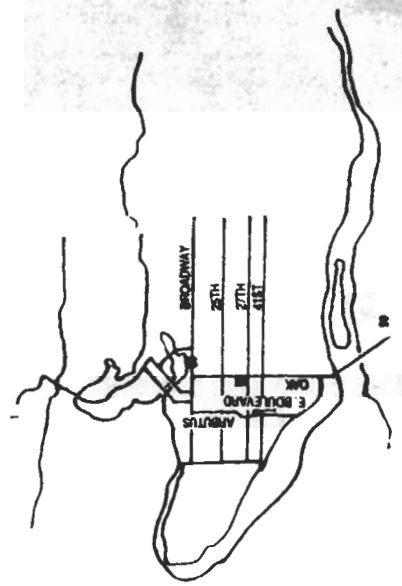
Sunday, May 19
 8 am - 10 am All British Swap Meet, Kerrisdale Arena, 5670 E. Boulevard (at 41st) Charge \$1.00 per spectator
 10 am - 4 pm Vendors set-up
 Swap Meet

RULES OF THE FIELD

ALL ENTRANTS ARE REQUIRED TO ABIDE BY THE FOLLOWING CONDITIONS

- Cars must be in place on the grounds by 10:30 am and may not be removed before 4:30 pm
- Engines must not be started before 4:30 pm
- The Gardens are a "Quiet Zone" - the use of any audible sound device is prohibited
- Please respect the lawns. Cars must move slowly and carefully while on the grounds
- "For Sale" signs of any sort are not to be displayed in or on cars. A bulletin board will be provided on the Grounds for those interested in selling cars or parts
- There will be no refunds or cancellations less than 7 days prior to the event
- No polishing or cleaning after 11:00 am

ALL CARS MUST BE IN PRESENTABLE CONDITION



CONFIRMATION OF ENTRIES

All entries received prior to May 10 will be confirmed. For further information concerning registration, please contact Bev Kolosoff at (604) 937-5087 after 6:00 pm only.

Lotus Makes Successful Comeback - Racing in America

by Lotus Cars USA, Inc.

Lotus will return to the race tracks and street courses of America campaigning three 1991 Lotus Esprit Turbo SE race cars.

Sports is at a time where it is fashionable for making comebacks, with the likes of Mark Spitz and George Foreman making headlines. However, Lotus beat everyone to the winners circle in 1990, winning four races, six pole positions, three top ten finishes and three top five finishes after a 25 year absence from American road racing.

The 1991 Lotusport Team will return to Sears Point Raceway on May 4th, and will attempt to repeat its historical winning performance of 1990. With only fourteen laps of testing before the season's first race at Sears Point Raceway, a Lotus Esprit Turbo SE qualified fifth and went on to win, adding yet another notch in Lotus racing history.

The elite Lotus team will once again compete against a full field of American and imported car manufacturers battling for the Manufacturers, Drivers and Team Championship titles. Lotusport, Inc., from Atlanta, Georgia owns and operates the three car team and will campaign them in the 1991 Sports Car Club of America (SCCA) Escort World Challenge Series.

The 1991 driver lineup will include stars that have winning results on and off the track. Doc Bundy, who finished second in the 1990 point chase will be joined by professional drivers and actors Paul Newman, Bobby Carradine and Michael Brockman. Bundy's teammates have extensive racing and winning experience as professional race car drivers. The star studded team will surely provide American racing enthusiasts with an exciting show on and off the track in the ten race series.

Carradine, Newman and Brockman have competed in American and imported cars - the same cars, as Lotus drivers, that they will now compete against.

Lotus Cars USA, Inc., in Lawrenceville, Georgia, and Lotus Cars and Engineering, in Norfolk, England will provide technical support to the team. Former Formula One driver, John Miles will also be on staff to once again provide the team with his valuable engineering and driving talent. Miles returned to racing in 1990 with the 24-Hours of Mosport in a Lotus Esprit. The Lotus Team finished sixth after entering the first 24-Hour race since the last 24-Hour win for Lotus at Le Mans in 1964.

"For years Lotus road cars have benefitted from on-track experience. We have already made changes to our production cars with the knowledge that we obtained from the 1990 racing season," said Lotus Cars USA, Inc., President Ronald Foster.

Carradine summarized his involvement with the Lotusport Team: "I think it's really great to drive a car as special as a Lotus. It really stands alone on and off the track with its' aerodynamic look and its fast pace. My goal this year is to repeat the 1990 winning performance, keep it up front, and get Lotus to the winners circle."

Editor's Notes and FYI by Jim Taylor

At the expense of seeming redundant, the Morgan Club really knows how to have a good time! I'd also forgotten how great it is to travel around in a convertible (Bob's Super 7). The smells, the subtle changes in air temperature, the sounds. Yup, it was a great day full of fun and relaxing things to do. Although, the rally was rather intense. Since we decided early on that we weren't going to win on the basis of time alone, we elected to try and answer as many of the questions about things seen along the rally route as possible. We got second place, so I guess we did something right!

At the March meeting hosted by Bob Cross and Gayle Hart, it was a real treat to have Joy Cottier and Karen Babb come and tell us about Autocross and Solo II racing. They are both extremely knowledgeable and a lot of fun to talk to. They've got lots of car stories too! So, if a two or three year old red Toyota MR2 with a SCCA Solo II sticker in the window comes up along side you with a woman with short brown hair driving you'd better just wave and hope she doesn't want to do some speedy road work because you'll be bringing up the rear.

I also went on the Ocean trip to Longbeach (I'm the Toyota pickup driver whining about not getting my ice cream cone). The weather was about as perfect as it gets at the ocean, it was overcast, it wasn't real windy and it wasn't raining. We hit all of the stores and curiosity shops that Longbeach had to offer. Nikki kept raving about the ice cream at this one particular restaurant (Milton's, I think) but for some reason we just didn't seem to get near there until dinner. Actually, it's where we ate dinner, but by then I was too full for ice cream. Besides how would I have been able to snack and drink wine later on with all of that ice cream filling up the last empty space in my stomach. So I had to keep on whining, just to give John something to write about. As he said, it was a lot of fun and I enjoyed listening to the tales spun by the others. I'll definitely be going again next year.

Last time I told you that I had bought a 1974 Elite, well I tried to get it ready in time to drive to the ocean but ran into a small problem (I know, what'd I expect, after all its a Lotus right?). Well, my problem didn't have anything to do with the manufacturer of the car. I got it running and actual drove it for a few miles. I then started looking into some of the smaller problems when I tried to get one of the switches on the middle console to stay in place, but it just kept popping back out. So I pulled it the rest of the way out and took a look in the hole. Brown stuff? There was what looked like insulation behind the center console. Hmmm, interesting. I then pulled some of it out. Carpet? Brown carpet!? I would have given anything to see the look on my face when I realized that all of the carpet that was missing from the floors of the Elite was now behind the dashboard!!! It would seem that a family, no, an entire city of mice took up residence in the car while it was parked for an extended period of time. Neither the previous owner nor myself had any idea of the extent of this mouse habitat. Anyway, not only was it behind the dashboard, but it was also in the heating/air conditioning system too! I ended up removing the entire dashboard and heating system in order to clean it out and to get rid of the smell of them living there for the past three years. So needless to say this took a little too long to clean-up and I wasn't

able to drive it to the ocean. You know what they say about the best laid plans of mice and men (sorry, but I just had to say it).

For the Club's annual picnic, Terry is planning on asking the members of the Portland and Vancouver, BC clubs to come up and join in on the festivities. Looks like it could be a big bash, with lots of Lotus to look at. More details in the next Newsletter.

There is a definite lack of business advertising in our Newsletter. This isn't a big deal, as we don't necessarily need the money, but it sure couldn't hurt. So, I am going to let you know what a business advertisement costs. Up to a half page of advertising is allowed to Club Members for free. A full page would be \$15 for members. For non-members the charge for a full page ad is \$30, a half page would go for \$15 which is the minimum dollar amount, but the ad could be smaller. And I don't see any reason that the ad's have to pertain to cars, it could be plumbing, landscaping or whatever. Of course, ad's by private parties who are buying and selling cars or parts will be put into the newsletter for free. Speaking of which, here comes one now - For Sale: Ford 1500 bottom end; 6-bolt crank, never turned; 1500 block, sonic checked, never bored; four 125E rods, with pistons; \$475.00 also misc Lotus Cortina parts, call Toby at (415) 861-5220.

In the previous Newsletter I mentioned that each past and present member will be getting a call from one of the current members. This will happen eventually, but I haven't gotten around to getting a list of members by zip code for Bob to give out to the volunteers yet. Someday soon, I think.

The June meeting has been changed to the 23rd at Duaine and Shirley Urguhart's home. They used to be involved in hydroplane racing, go-kart racing, you get the picture, definitely a fun and interesting couple and I think the meeting will probably follow along those same lines.

The September meeting is going to be rescheduled so that the Club can attend the AutoGear Car Show at the Overlake Shopping Center. Last year, which was the first time that they did this, about 130 cars showed up built by car companies from all over the world, from Ferrari's to Model T's. Evergreen Lotus is going to participate in this year's show. It will be on September 21st from 10:00am to 4:00pm with the cars being setup between 9:00 and 9:30am. There will be a \$5 entry fee this year which is being used by AutoGear to cover its' expenses for the numerous prizes which it will give out at the show. Further details will show up here as the date gets closer.

The meeting for May also has a small change, members are to meet at the Maltby cafe at 7:00 am (which is when it opens) for coffee and cinnamon rolls. All of those going to the All British Field Meet in Vancouver, BC will leave promptly at 7:30 so that the cars being entered can get there in time to get setup in the Van Dusen Gardens. I went last year and enjoyed the gardens and the cars. If you go, take a picnic lunch as there aren't any places to eat close by. The restaurant at the Gardens is a little pricey but the food was excellent when I went last year.

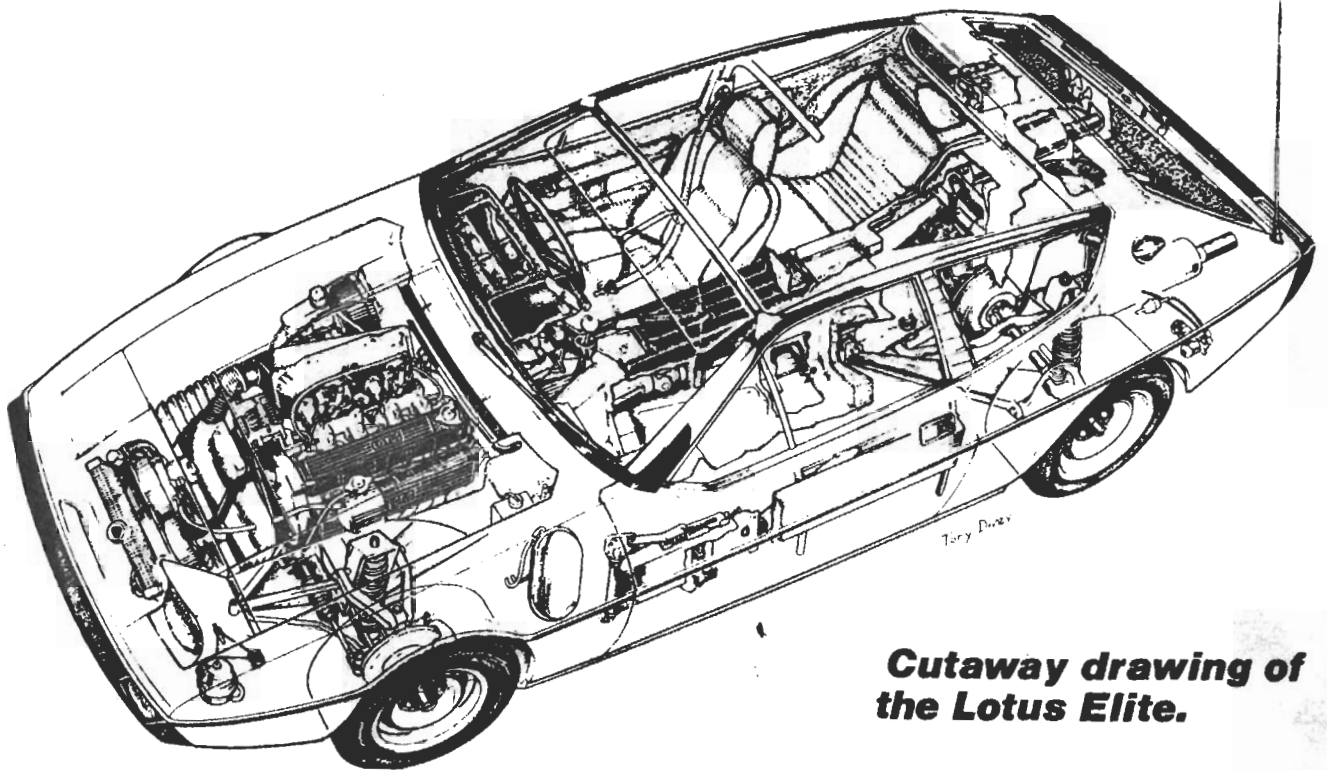
Also a word of warning, please have a look at the Calendar of Events each time you get a Newsletter as there may be changes that I have forgotten to specifically mention that will show up in the Calendar.

... next two events are kind of far away but "ya never know" so if
... at to attend please call Terry Elmore or myself for the details
... ntry forms. The first is the Chilliwack Rotary Club's Vintage Car
... Concours D'Elegance being held in, you guessed it, Chilliwack BC at
... e Minter Gardens. Its on Sunday, June 16th with overnight parking and
... rooms available for Saturday night. The second event is a Lotus track
day sponsored by the Golden Gate Lotus Club at Laguna Seca Raceway in
Monterey, California. It is on June 14th and the entry deadline is May
15th.

A bit of racing news, at the Formula One race in San Marino on April
28th, Lotus finished 5th and 6th, by drivers Mika Hakkinen and Julian
Bailey respectively.

And speaking of racing, I have included in the Newsletter's Calendar
of Events all of the SCCA Northwest Region Solo II events scheduled for
this year. If you have further questions, contact our Club's Solo II
expert, Bob Crichton. There is also an up-to-date hotline for local
SCCA events, the number is: 255-0658.

On the Vintage Racing scene, there is a race scheduled at PIR on July
12th thru the 14th, which is a Friday thru Sunday with Friday being a
practice day. Pre-entry to this event is half-price. Another vintage
race is scheduled for July 6th and 7th at SIR. There will also be a car
show of the various marques setup in addition to the Vintage Racing.
Please call Terry Elmore for the details on price and so forth for
either of these events.



**Cutaway drawing of
the Lotus Elite.**

LOTUS Vintage Challenge



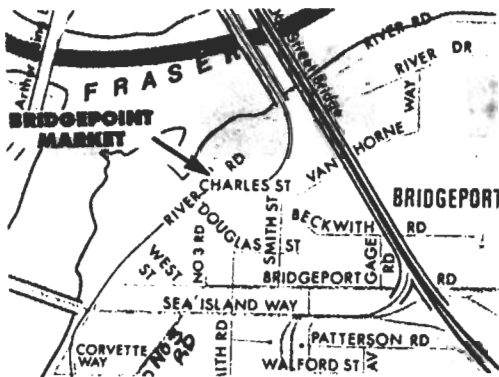
LOTUS Car Club
of British Columbia



SUNDAY JUNE 2, 1991
at Bridgepoint Market
8811 River Road, Richmond, B.C.

The Lotus Car Club of B.C. presents the Lotus Vintage Challenge slalom. This one day event will be limited to 75 cars in order to guarantee 3 runs per car.

Pre-registration is strongly suggested. Each car entry will be required to pass CASC safety inspections. This event is sanctioned by the CASC and will be run under its general competition rules. Registration and Inspection will close, as of the first run.



SCHEDULE

Registration Opens.....8:15 a.m.
Driver's Meeting9:30 a.m.
First Run.....10:00 a.m.

Trophy Presentation scheduled after last run.

REGISTRATION FEE

Pre-registration until May 15\$15.00 + day licence
On Day of Event.....\$17.00 + day licence

For additional information call Martin Wilson at 583-3647



PRE-REGISTRATION FORM

Name Phone:

Address

Make of Car Model Colour

Car Licence..... Driver's Licence

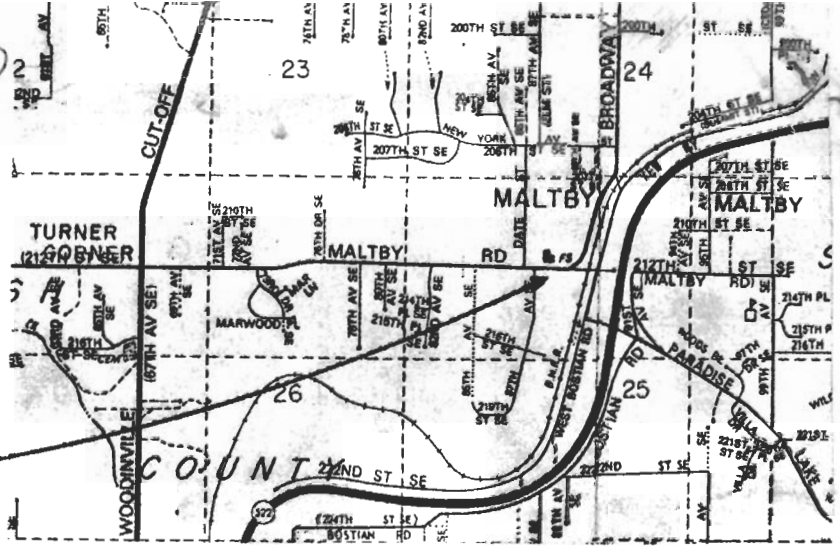
Club Affiliation Competition Licence: Yes No

Cheque Payable to Lotus Car Club of B.C. P.O. Box 46467, Station G, Vancouver, B.C. V6R 4G7

512 to 167 N. RWS INTO 181
 TO 516 EAST (KENT KANGLEY RD # 272ND)
 (246TH) LEFT ONTO 148TH SE
 (JUST PAST LAKE MEDIAN)
Meeting Locations

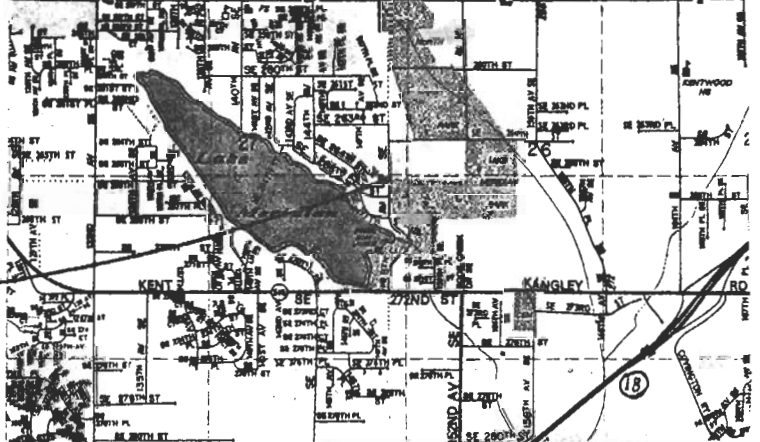
May Meeting and drive
 to ABFM in Vancouver BC
 Saturday the 18th at 7:00am
 meet at the Maltby Cafe
 8809 Maltby Road
 Snohomish, WA.
 Bob: (206) 668-6841
 leaving at 7:30am

HERE
IT
IS



June Meeting
 Sunday the 23rd at 1:00pm
 Duaine and Shirley Urguhart
 26424 148th SE
 Kent, WA 98042
 (206) 631-9540

HERE
IT
IS



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

Dec 1991

Dave Larson
 Alice
 14125 SW Caster Road
 Vashon Island, WA. 98070

