



Lotus Lines

July 1992

8th Year of the Club.. 42nd Year of the Marque

ELCC Events for July

There's vintage racing at SIR on the 4th and 5th, more vintage racing at PIR on the 11th and 12th, and several autocrosses to fill out the rest of the month. But the big event is the.....

Western Washington All British Field Meet at Bellevue Community College on the 24th and 25th. You should have all gotten flyers about the ABFM and I hope you've mailed in the entry fee. If you haven't already done so, please let Nikki Daniels know what food item you will be bringing to the Friday night pre-registration information pickup/potluck dinner being held in Issaquah. The monthly meeting will be held at the Meet at 12:00 noon. The previous ABFM's have enjoyed sunny, hot weather and this one will probably be a scorcher too. Bring food and lots of drinks and maybe an umbrella to provide some shade for your car.
by Bob Crichton

As luck would have it, it has been sunny ever since our picnic with the British Columbia Lotus Club was canceled due to the rain. So I'm using this opportunity to offer an invitation to their club and all of their members to two upcoming events in the near future. I would also like to invite any of our members that would like to give

Chairman Bob Writes

a BC Lotus Club member a place to stay, so they could come to one of the next two events, to give me a call.

The first event is pretty obvious, the Western Washington All British Field Meet, this includes all of the events that go along with it. The Friday pre-registration potluck, the day of the show and the Autocross on the following Sunday in Kent.

The next event is the Annual Lotus Club picnic at Terry and Lezlee Elmore's on August 15th. If you need a place to stay we can find you one. If you have not been to or heard about the picnic, there was something that was tried last year and was a real hit. Anyone that wanted could leave their keys in their car and let other members drive their car. If you have always wanted to try a Lotus

Seven and never had the chance it would be a perfect opportunity. My Seven will be there along with a number of other Lotus's. Last year we had seventeen Lotus at the picnic. That was more than we had at the All British Field Meet. I was really impressed. So I would really like to meet some of the BC Lotus people and this would be a great way to do it. See you in August if not before.

This letter will go to print before our meeting at Dwaine and Shirley Urquhart's where I hope to get all the volunteers I need for the WWABFM. But if you miss that meeting and still want to help, give me a call and I will find something for you to do.

The only car thing I have been to since I last wrote was the Annual Ford Picnic at Bellevue Community College. Where I spent a relaxing afternoon sitting with Dave Larson, a "fellow Lotus Seven Owner", talking to the hot rod and custom car people that made up most of the crowd. I was really impressed with the size of the event. There must have been more than a thousand cars there.

I was also impressed with how informal it was. I drove up, paid my five bucks and drove around until I found a place to park, and parked. The fun part was as I was paying, just by chance, Terry and Lezlee Elmore pulled up behind me, so the only Lotuses got to make a grand entrance and park together. The only other British cars that were there were the Cobras, a Jaguar and a few Sunbeam Tigers. The rest were American cars. Dave and I had a fun time just answering questions put to us by the roadsters and custom people. They thought the Lotuses were pretty neat.

Remember the next meeting is at the WWABFM. So don't be late and if you have any questions just call me. Repeat of Autocross School and Practice -

On Saturday and Sunday the 6th and 7th, the SCCA Solo II folks held the same events that they did on May 16th and 17th at the Boeing Space Center west parking lot in Kent. I don't know if anyone attended, but I'm sure that if they did, it was as much fun as before.

Chuckanut Drive with the BC Lotus Club -

On Sunday the 14th, we were going to meet up with our Lotus friends from Canada for a picnic and scenic tour on Chuckanut Drive. But the weather conspired against us, Terry expounds on that later in the *Lotus*

Lines.

Alfa Romeo Track Evening -

On Wednesday the 17th a track session at SIR was held. The NWARC ran and organized the event. At least two of our members attended, Greg Whitten and Richard Fricks brought their Esprit X180R's to the track (a fitting and proper place for cars of that caliber). Rich, who attended the June meeting, said that he had a good time and a new-found respect for the capabilities of his car that just can't be experienced on the street.

CART Races at PIR -

On the 19th through the 21st the CART races were held at PIR. Our roving reporter, Shirley Urquhart, attended the weekend of racing along with her husband, Dwaine. Also attending were John and Nikki Daniels and Don and Sheila Anderson. You'll find Shirley's write-up elsewhere in the *Lotus Lines*.

Evening Potluck and Meeting -

The meeting/potluck was at the Urquhart's home on Saturday the 27th. We had a couple dozen people attend as well as two Esprits, Don Anderson's S1 and Richard Fricks X180R. There was lots of food, but it was too warm for people to get interested in soaking in

Recap of Past Events

the hot tub. Ken and Susan brought their slides and video tape of the International Lotus Convention in San Rafael. They were the only known members to attend. They've written an article for the *Lotus Lines* which appears later on and tells of their exploits. Of possible interest to the aviation enthusiasts in the Club, I am disposing of my extensive (several hundred books and 5000+ magazines) aviation and modeling library. I need the room to put an Elan body in my basement (seriously). Contact Terry Elmore at (206) 334-5768.

For Sale

WWA ABFM News Update

by Jim Taylor

The autocross scheduled for the 26th is a Solo II event and participation in it by Meet participants is going to be on a very informal basis. There might be drives setup by individual clubs, but that's only if the club finds a volunteer to organize such a thing.

The next ABFM organizational meeting will be held on the 16th at 7:30pm, the location is the Pietro's at the Overlake Mall. The address is 14603 NE 20th for those of you that might want to attend and get the latest news.

A meeting to discuss the setup and parking at the site will take place on the 18th at 9:30am. The location of the meeting will be the parking area at Bellevue Community College where the ABFM will actually take place. Those volunteers that will be helping with parking and setup might want to attend (of course, they probably already know that).

For those out of town people attending the ABFM some special rates have been arranged at the Bellevue Hilton. A room is \$67 per night, which is half price, for single or double occupancy. Reservations need to be made by the 10th and you must mention the ABFM to get the lower rates. They have arranged special secured parking, I don't know if there is an extra charge for it though. To get the secured parking call (206) 455-3330 and ask for Robert Schaat. To make reservations call (800) 235-4458. The address of the Bellevue Hilton is: 100 112th NE, Bellevue, WA.

The current plan for our Club display this year is going to consist of John Daniel's Seven S4, Terry Elmore's Seven S1 frame and a one of his Elite bodyshells, and last (but certainly not least) will be the, as Dennis Howell put it, 'perennial Europa restoration display' which will consist of my restored S2 chassis and its various unrestored (but stripped) body parts. Bob's trying to capture the coveted 'Best Club Display' award this year. We also hope to have some running Lotuses show up as well. See you there!

by Terry Elmore

These vintage races, to be held at SIR over the July 4th weekend, have been mentioned previously in *Lotus Lines* - however, we haven't included ticket price information. For a single day, Saturday or Sunday, tickets are \$8 for adults and \$5 for children. For both days, the prices are \$12 and \$8, respectively. If you arrive in a Lotus, you'll be granted entry to the marque

parking area where we hope to have a dozen or more Lotus on display. The gates open at 8:00 and racing will run from 9:00 to 4:00 both days. I haven't seen a copy of the planned schedule, but generally the practice and time trials are held in the morning, with racing after the lunch break. If any special events, like enduros or 'tag team' relay races are held, these generally occur on Sunday.

The pits are wide open for you to peruse some very exotic and interesting machinery, from 1920's Indy racers to 1970's Lotus and Ferrari F1 screamers. The owners and drivers are generally quite willing to

Pacific NW Histories

answer questions and talk about their toys. For a total sensory experience (visual, aural, smell, ground-pounding vibrations, etc.) vintage motorsport can't be beat!!!

Trip to Portland CART Races

by Shirley Urquhart

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John and Nikki Daniels managed to find our house for the first time after making several 'sightseeing detours'. The weather was sunny and warm, around 75 to 80 degrees, for the drive to Portland. We stopped in Centralia, which is about half-way to Portland, for brunch at the Country Kitchen. On the way, we had a wonderful 'rolling rod show'. There must have been a hundred Hot Rods from 1929 to the 1940's moving north on I-5 heading for who knows where, but it must have been a BIG show.

We eventually arrived in Portland at around 2:30 in the afternoon. We had fanagled a room at the Best Western Inn at the Meadows (walking distance to PIR), but for Friday night only. After checking in, we headed over to PIR around 3:30 or 4:00 to catch some of the afternoon events. We saw some CART time trials, along with some Indy Lights and Trans-Am qualifying runs. Phil Mayer (world class skier) qualified first in Trans-Am and Walter Payton (NFL Pro) qualified in Trans-Am also. The afternoon's qualifying runs continued until about 6:30pm. For dinner, Nikki guided us to a great Italian restaurant (Sylvia's) and then after dinner it was back to the Inn for a good nights sleep.

Early Saturday morning, John took a walk near the Delta Inn (before the day heated up) and happened to stop in and ask if they had any cancellations. It turned out that they had, so we moved our stuff over to the Delta Inn that afternoon. After breakfast, we went over to the track and found our assigned seats in the grandstands. They just happened to be directly west of the pedestrian bridge and were at just the right height so that you couldn't see the cars on the track until they were directly in front of you! And even then, the cars could only be seen for about five seconds. Well, if you know Dwaine and John, then you know that this just wasn't going to cut it, so they spent the rest of Saturday scouting all the vantage points on the track. They decided that the east embankment (general admission) high up near the top by the fence, would be *the* place to watch the races from. Apparently there was no trouble in wanting to sit there, the security guards said that we would be downgrading our seats.

Since the embankment is all grass, we decided to visit

G.I. Joe's (good neighbor and sponsor of the races) to purchase a dining canopy and beach chairs to setup for the next day. The weather was in the 90's and the canopy, chairs, food and drink seemed liked just the right ticket for enjoying the race and staying (relatively) cool at the same time.

Sunday, Dwaine got up and not wanting anyone else to suffer a loss of sleep, went over to PIR to get in line at the gate at around 4:30am. When he gets there, Dwaine finds hundreds of people already in line! Some of them had been there in line since 9:30 Saturday night! We ended up with a 12 x 12 foot space about midway down the embankment in the middle of turn nine. It was a great spot to see the race from, but it got *so* hot because we couldn't use the canopy (none were allowed below the top row). We didn't meet up with Don 'Grasshopper' Anderson and his wife, Sheila, along with their friends Ray and Darlene until later on Sunday morning. Nikki spotted Sheila in the parade of spectators going by in front of us.

As you all know by now, Michael Andretti won the race with Emerson Fittipaldi at his heels for nearly the entire race.
by Terry Elmore

Windshield order - I haven't checked yet with Steve Bator to know whether anyone has talked to him about our possible group windshield order as mentioned in the last *Lotus Lines*. I've received only one call myself and we will need to order at least half a dozen 'screens to make it worthwhile. Please let either Steve or me know if you are interested so we can decide whether it will be worthwhile to pursue this further. Steve's number is (206) 821-2400.

The "Introduction to Competition Cars" class - This series at Renton Technical College was cancelled due to insufficient enrollment (after the first offering filled immediately and had a long waiting list!). It wasn't publicized at all, other than my write-up, as being offered again. I'm hoping it will be offered again in the Fall. If so, I'll let you know as I think this is a perfect class series for any Lotus owner; for street use as well as for the autocross or vintage race enthusiast.

Chuckanut Drive - The planned joint picnic/drive with the LCCBC, from Bellingham down the Chuckanut Drive, was a non-happening. With torrential rains the three days previous, we cancelled it, only to have beautiful sunny skies the day of the event - sorry about that. I received no calls from anyone in our group, other than the day of the event. So, I had no idea if anyone was planning to go and my LCCBC

counterpart, Martin Wilson, got a number of calls from the people up there who had expressed an interest, to say they weren't coming. We'll try it again later in the year. Meanwhile, the LCCBC will be having their Pacific Rim Lotus Meet up in Vancouver on Sunday, July 19th. Should you be interested in attending this low-key and very enjoyable event, please contact me for details.
by Jim Taylor

Updates

Here's a little known (till now) tidbit about the ELCC Annual Picnic that I found exciting. Dave Larson is bringing his collection of models to the picnic and will be selling them at auction. These aren't just cheap plastic, they're the real thing. Die-cast and sheet metal type models, and some of them were even originally sold as toys! Dave says he's getting tired of dusting them so it's time to get rid of them. He'll be bringing about fifty of them to the picnic. I've only got one question for Dave, do you take VISA or is a personal check okay?

I thought that I would clarify something about the car swapping aspect of the Annual ELCC Picnic. Participation is *completely optional*. If you don't want anyone driving your car, no problem, just don't leave the keys in it. I find it to be an education about the differences between the Lotus models and have no qualms about someone else driving my Elite, but then again, that's just how I feel about it.

Also concerning the picnic, I will be bringing some copies of the latest membership roster. If I run out, I'll take orders and send it to members by mail. If any out-of-towners that aren't coming to the picnic would like to have the list, then call me and I'll see that one is sent to you in August. Remember, the list is not made public outside of our Club and is kept as confidential as possible.

You'll notice a new advertisement in the *Lotus Lines*, it's a new parts outlet for our Lotuses. One of the founders used to be a member of ELCC way back when. They also say that another of their founders will be at the vintage races at PIR on the 11th and 12th. If you're going to be there too, they've asked to give them a call and let 'em know, they'd like to meet some of our current members. They have also joined ELCC as a member and will try to attend a meeting if one of them is in the area.

A small article from the Seattle Times (June 8, 1992) was sent to me by one of our members, Doug Jackson. So in case you missed it here it is.

Lotus Position: Ever wonder what chefs do on their day off? Four Seasons' Olympic chef Kerry Sear is taking tomorrow off. He will drive his 1984 black Lotus to Seattle International Raceway. First he'll attend a seminar along with 19 other Lotus owners. Then the local Lotuses - or Loti? - will race against Team Lotus production cars, revving up to 165 mph. Fast food may be out, but fast chefs are in.

I don't know what this event was, our Club members haven't mentioned it. So, if you have an inside scoop,

FYI

give me a call and I'll put an explanation into the next *Lotus Lines*.

Well Lotus fans, we're almost ready to put out the word on shirts, jackets and hats with the ELCC logo on them. We found a place that is very flexible about the size of the orders and they do a high quality line of sewn-on artwork with really nice shirts and jackets. The estimated costs will be \$24 or \$25 for a shirt and any where from \$60 to \$90 for jackets (very lightly lined or polar fleece lined). Hats will be \$7 to \$10. The Club will pay the initial setup fee. There is a fee of \$10 per run for setting up thread, design, etc. so we will try to batch things up into at least ten items at a time. You will be able to select from either their shirts, jackets, etc or bring your own special clothing item to have the logo sewn onto. In some cases they will use thread to fill in the logo, like on small items, or an applique for larger items to keep it looking as good as possible. More info in the next *Lotus Lines*.

And in case you were wondering what the new ELCC logo is going to look like, here's an example:



1992 International Lotus Convention

by Ken Richins & Susan Hagaman

Conventions, by any definition, can only be a gathering of people dedicated to a common cause. Whatever the cause, the people that attend conventions can and do provide either the main focus of enjoyment and enlightenment on the reason for the convention, or they cause one to ponder the reason for attending. A gathering of some mainstream stagnant play that was designed to focus the attention of the participant on the virtue of being who or what they are, or to reinforce the reasons for the decisions that they made in their lives.

Interestingly enough, the 1992 International Lotus Convention, a product of the Golden Gate Lotus Club, Club Elite and Lotus West, simply is a gathering of nice folks who just happen to be totally happy being part of an event. An event that was planned to celebrate a truly nonconformist auto manufacturer that designed and constructed some of the best sport/racing cars that God has allowed man to create.

This year the Golden Gate Lotus Club was again the one of the hosts for the West Coast Meet. Like the first West Coast Meet they presented, this one was also a smashing success. The convention started out on Thursday night with the welcome party that featured wine and cheese. This food and beverage was to be expected since the West Coast Meet was held in the center of the northern California Wine country. The party also featured some great racing videos to get everyone in the mood for the Friday track event and there was a pre-tech for the track event just outside the door in the parking lot of the hotel. This was the place to be if you're a Lotus fanatic. Elans, Europas, Elites, Sevens, Sixes, Eclats, and Esprits. Pick your color and options, they were all here.

The conversation in the parking lot was informative and interesting, too. Owners were proud to show off their engineering skills at fixing a problem, or making their cars quicker. The two best were the gentlemen who modified a Mallory Dual Point distributor for use on his Coventry Climax powered Elite (the distributors are not available anymore) and the fellow who grafted the rear suspension from an Eagle Formula Ford to his Twin Cam Europa. A very nice installation.

There were also tech seminars on Thursday night in addition to the track event pre-tech. The one seminar that we managed to attend dealt with the care and feeding of the Lotus Europa and the Lotus Elan. The talk was more on the order of a show and tell about when and where parts break, what you look for and what is the easiest way to properly replace the part that

failed. Various broken parts off Europas and Elans were passes around the room for all to look at.

Friday was the track event at Sears Point Raceway. Sears Point is a great race track located right in the Heart of the California Wine country. This track is a handling track and the perfect place to experience what a Lotus does best. The track is about two miles long, winding up and down the hillsides. A very challenging place to drive a car at speed. Since we didn't have our autocross/hillclimb Europa ready to take to this event, we drove our Porsche 911 down (we had also participated at a hillclimb at Bogus Basin near Boise, Idaho over the Memorial Day weekend on our way to California and would be participating in an autocross on Monday). Since this was a Lotus event we assumed that Lotus' only would be allowed to participate at the track event. After we arrived and noticed Ferrari's, BMW's and a Fiat, no less, waiting on grid to go out on the track we had to hunt down the event chairman, Mike Ostrov, and ask him if we could drive the track! Sure enough, as long as we were Lotus owners and were attending the convention we could pay the entry fee and participate! The P-car was mutually accepted among the Lotus' and diligently minded it's manners. Four sessions of a half hour each then to top it all off at the end of the day they had open track where anybody could go out and drive (at speed) or be taken for a ride! Boy, what fun! The most fun you could have with your clothes on!

Then it was time to assemble all of the Lotus' gathered for the group photo on the track at the start/finish line. We counted about 100 Loti. Photos were taken with drivers and without. Every entrant gets a photo.

After the exhilarating day at the track it was time to retire back to the hotel to get ready for the banquet. At the banquet they had their table top concours and during the banquet you were asked to look at and vote for the best Lotus model and photo/drawing displayed along the walls. Winners were a 1/24 scale model of a Elan with the body displayed above the chassis and a photo of a Cortina getting the big hook across the roof at a wrecking yard! It brought a tear to a few people's eyes. Food at the banquet was quite unique. They had three stations set up around the edges of the room; one station had BBQ/Texan food, one had Mexican eats and the other one was Oriental! All good and no waiting! They then had a guy speak and give a slide show on when he used to work at the Lotus factory back in the late 50's and early 60's. Very informative and amusing. The partying and B.S.ing probably lasted until the wee hours but we were beat from our fun day at the track and bowed out early to get back to our room for some much needed rest.

We were looking forward to the vintage race to be held at Sears Point Raceway Saturday and Sunday. We

had never been to a vintage race before and were anxious to see what went on and how it was run. One of our Europas is eligible for vintage racing and we're planning someday to try out this venue as it looks like a lot of fun. Big white tents with green astroturf floors were erected all over the hillsides for the big NASCAR race to be held the following weekend. These provided wonderfully shaded spots to watch the races from as it got rather warm on Saturday. The one ingredient that makes racing so much fun to be there is the NOISE!!! There is nothing like a bunch of race cars with big V-8's or formula type race cars winding their motors for all their worth going into a corner! It was great! We got to see up close in the pits and also running on the track: Pete Lovely driving his Lotus 69 Formula Two, lots of Lotus Elevens, R-26 Elans, an Elite, many beautiful 23's, an 18, Lotus Formula Fords, a Mario Andretti era JPS Lotus, quite a few Sevens but, alas, no Europas. We'll just have to see about that! There was one at the track day that had big flares and a BDA in it, though.

Up on the hillside a corral was provided for all Lotus conventioners and their Lotus'. During the lunch break during the races the Meet participants got to drive their cars around the track for a parade lap for all to see. It was a spectacular sight! Then it was back to racing.

That evening was the gala banquet at the hotel. Tables were decorated in yellow and green with yellow and green balloons all around. After the kudos for all the workers who put in many long and busy hours on this well planned event the "fun" awards were handed out next. These ranged from Best Multicolored Paint, to the Lotus driven the farthest to the convention, which Lotus was towed the farthest to the convention, Best Hard Luck Story (these were great!), etc. What was unique about these awards was how the winner was chosen. If you felt you deserved the award you had to get up front and tell everyone your story and why you deserved the award. Then all the people at the banquet got to decide on who should receive it by applauding for each contestant, the one with the loudest applause would win. The Best Hard Luck Story had eight contestants, all with hilarious stories! The one that we could remember the best was about a guy from Washington who drove his Europa to Reno, bought a lot of liquor for the return trip home and had to end up putting the booze into the radiator because the car kept overheating on the way home! All the while during the banquet, Mike Ostrov was trying to get in touch with Kiyoshi Hamai on the telephone as he was unable to attend the convention due to a job commitment, being called away to Chicago. After many tries, Mike finally got a hold of him and we all yelled a loud "HELLO, wish you were here!"

There were lots a door prizes, enough for everyone to win one. Unfortunately, we didn't win the free entry

to the Skip Barber Racing school. Rats! We would of had to fight over it anyway.

Many thanks to Mike Ostrov, Kiyoshi Hamai and Charlie Rockwell and all their fellow club members from the Golden Gate Lotus Club, Lotus West and Club Elite for doing a superb job and allowing us to marvel and play with all the Lotus'. All in all, we had a great time, met a lot of nice people, saw many neat Lotus' and can't wait for the next one in 1994! We will be there!

Lotus Cars USA, Inc., May 31, 1992

Lotus Returns to the World Challenge for the Third Year

(Chandler, Arizona) - David Murry, Doc Bundy and Michael Brockman finished fourth, fifth, and ninth in the first of nine races in the Sports Car Club of America (SCCA) World Challenge Series.

Competing in three brilliantly prepared Lotusport Lotus Turbo Esprit's, the trio raced through the heat searing 1.5 mile road course in 90+ degree temperatures. Bundy started fifth, Murry seventh, and Brockman ninth in the twenty-seven car field.

The Lotus Esprit's paced themselves and ran mid-pack in the one hour race taking care of tire and driver fatigue. Murry, Bundy and Brockman banded together and started moving up through the field, running fifth, sixth, and seventh respectively for most of the race.

At approximately the thirty minute mark, Brockman was forced to pit with mechanical difficulties, returning to the race at the back of the field. A full course yellow assisted Brockman and he went on to finish ninth after carefully maneuvering his International Surgical Systems Lotus within the re-compacted field after the restart.

Murry and Bundy continued to alternate from third, fourth and fifth positions. A full course yellow was brought out at the half way mark due to a roll over from another competitor. The clock continued to run on while the car was removed. The yellow flag bunched up the field and the fans had a twelve minute sprint race to watch.

With Bundy in third and Murry in fourth racing hard for the checkered flag with persistent competition from the Corvettes. Bundy was forced off course and Murry continued on in fourth position. After getting back on the course, Bundy went on to finish in his General Rent-A-Car Lotus. Murry finished a respectable fourth position in his first SCCA World Challenge race driving a Lotus sponsored by Cheyenne Springs.

Racing News

