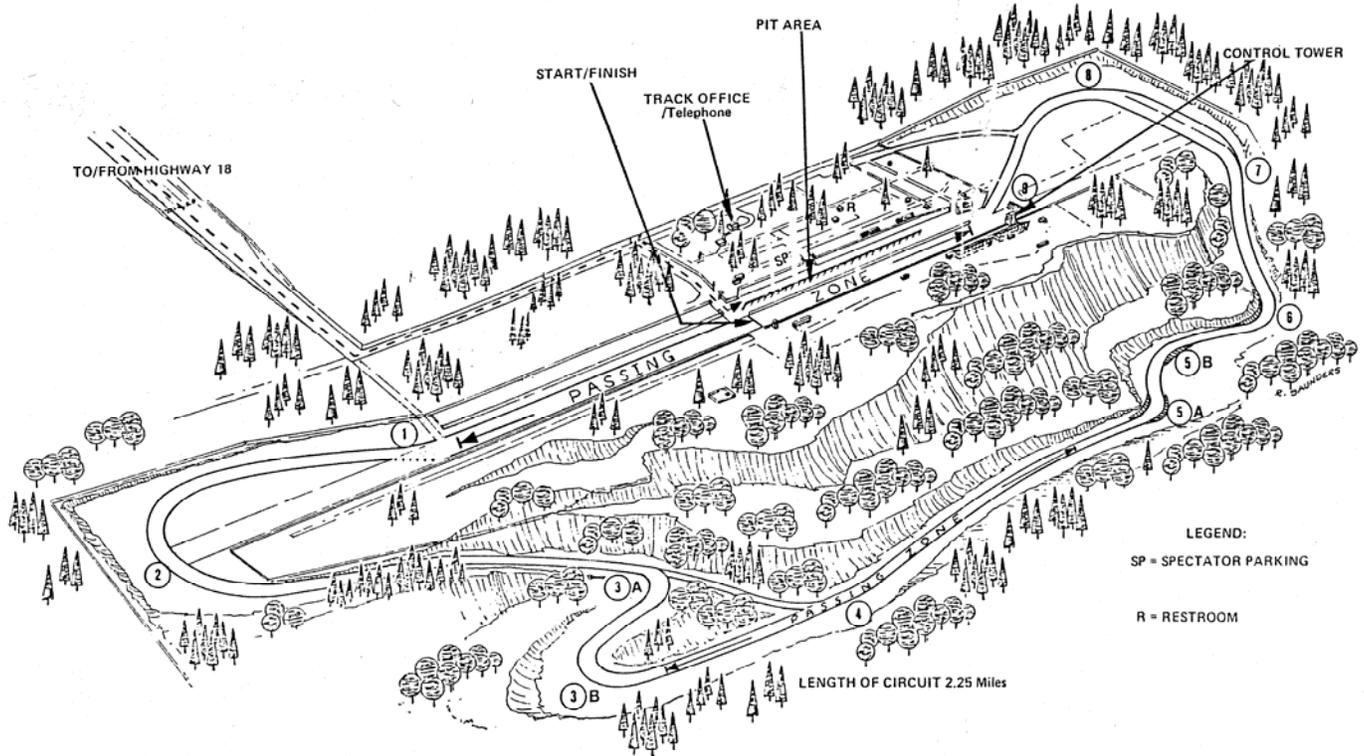




Lotus Lines

May 1996

Newsletter of the Evergreen Lotus Car Club



Drawing of Seattle International Raceway, Kent

TRACK DRIVING DAYS

-Randall Fehr

Club track day is the best opportunity most of us have of finding out what our cars are capable of and what we as drivers can do with them. Without legal speed restrictions or the risk of unexpected obstacles, with plenty of safe run-off area, skillful instruction and time to practise, this is the place to "find out why you bought a sports car in the first place", as the Corvette club likes to say. As well as being terrific fun, a day at the track can sharpen your performance driving skills dramatically (or at least reveal that you didn't have any at all!) and increase your understanding of the car.

Two very different venues are being used this year. Seattle International Raceway in Kent is a purpose-designed road racing circuit built in the 1950s, and widely admired for its variety of corners, its elevation changes, and its evergreen setting. Bremerton Raceway is an abandoned airport runway set up as a race course with traffic cones, jersey barriers and truck tires. It also has an evergreen setting but is not much admired.

While various clubs have different detail requirements and on-track rules, all events share a basic structure.

All cars are first required to pass a technical and safety inspection consisting of, at minimum, checks of brakes and brake lamps, wheel bearing adjustment, solid battery tie-down, absence of significant fluid leaks and presence of catch bottles for radiator overflow and crankcase breather tubes, minimum three-point seat belt (lap and shoulder), DOT approved helmet, and approved roll bar for open cars. Although it is not required, Lotus drivers should always carry a fire extinguisher on board.

Next there is a mandatory drivers' meeting where track rules and flag signals are explained, questions answered, novices paired with experienced drivers, and groups divided by car type or experience level. At all club track days it is explained clearly and repeatedly that there will be no racing. Any driver spotted competing will be taken off the track. This does not mean that passing is not allowed, but that it can only be done in designated areas (usually the straightaways) in a safe and courteous manner.

The event is divided into sessions of twenty to forty-five minutes each, allowing the organizers to limit the number of cars on the track at one time, and to give the tow truck a chance to fish out any breakdowns. The first session is often set aside for novices, who drive with instructors and/or follow an expert around the track to learn "the line" or fastest route.

Learning “the line” or just trying to keep on it is what most of us will be doing the rest of the day. Closed track driving gives repeated practise on a limited number of corners so that you know immediately if you are making progress: getting through a particular corner faster than last time, smoother (like Stewart), later on the brakes approaching the corner (like Shumacher), getting the right gear, feathering the throttle (like Senna), powering into the next straight sooner than before, taking off seconds, shifting at red line and listening for strange noises from the car... It can be thrilling and intense, requiring concentration and returning great rewards. In fact it is not much like driving on the road, but if nothing else it will show you how much “active safety” is built into your car: its capacity for driving around problems.

Respect for your car is important at the track. Prior to the event, do a thorough and careful mechanical inspection. Change the oil and filter, change the brake fluid, make sure the brake pads have at least 1/8 inch of material, and make any needed repairs. Remove all unnecessary loose articles from the cabin and luggage areas but make sure you have a lug nut wrench or spinner hammer, and drinking (or coolant) water. Top up the fuel tank on the way to the track. During the event the car should be monitored closely. Be sensitive to the condition of the brakes - even on a Lotus they may start to fade, or the pedal go soft due to boiling brake fluid, or a rotor warp and cause vibration. Set tire pressures to high-speed settings and monitor them throughout the day. Get out and check wheel nuts, oil and coolant levels between sessions. Check for loosened components and fasteners in the engine compartment. Check oil pressure and coolant temperature every lap (in a relaxed moment on the straight). If you feel the car (or you) is getting tired, hot or stressed-out, park with the engine cover open and the handbrake off and skip a session. Go back when you feel ready and your car checks out OK.

ELCC is invited to events sponsored by the Northwest Alfa-Romeo Club, the BMW Automobile Club of America, and the Corvette Marque Club of Seattle. Dates of the events are listed in the Events Calendar, and application forms will be published in *Lotus Lines* as they become available.

Questions regarding the events should be addressed to the organizers:

NW Alfa-Romeo Club, Keith Magnuson 206-322-5319
 BMW Club, Gary Parr 206-472-4505
 Corvette Marque Club, Val Korry 206-285-6331
 Lotus - specific questions, Randall 206-782-8951

Evergreen Lotus Car Club FYI and COA

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Classified Advertising for Members is free.

Advertising Rates for Businesses are:

Business Card	\$5/issue	\$30/year
Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

MAY MEETING

Saturday May 11, 1:30pm
 Home of David and Virginia Caley
 9101 N.E. Shore Drive
 Indianola on Kitsap Peninsula
 360-297-4362

There will be snacks, drinks, volley ball, a hot tub (bring swimsuit), beach walking, and just sitting and relaxing. We will take time to discuss plans for the rest of the year, such as purchasing a canopy and setting up a display at the All British Field Meet, taking photos of our cars for a color 1997 ELCC calendar, club promotion, etc. Thanks to David and Virginia for inviting us to their home on the beach, and for the occasion to explore twisty roads.

Directions to Indianola:

From Bainbridge Island Ferry Dock: (The drive from Winslow takes about 20-25 minutes)

- Drive north on the main road and cross Agate Pass Bridge, about 7 miles
- Take the first RIGHT after the bridge onto Suquamish Way
- Go through Suquamish, the road then becomes Miller Bay Road
- Look for a power substation on your left and then turn RIGHT onto Indianola Road
- Follow Indianola Road 3.3 miles to the end
- At the Indianola Country Store turn RIGHT
- 9101 NE Shore Drive is the third house on the left

From Kingston Ferry Dock: (The drive from Kingston takes 7-10 minutes)

- Two blocks past the light at the corner of the loading area and Kingston Hotel Cafe, turn LEFT on Iowa Street, grey blue Kingston Community Center is on the corner
- Cross the main street (Hwy. 104) and continue on West Kingston Road about 1/2 mile to the stop sign
- Turn LEFT on South Kingston Road going around the bay about 4 miles to the stop sign at Indianola Road
- Turn LEFT onto Indianola Road and continue about one half mile to the end
- At the Indianola Country Store turn RIGHT
- 9101 NE Shore Dr. is the third house on the left

The ferry schedule is:

- Leave Edmonds for Kingston at 12: 10 and 12:55pm.
- Leave Coleman Dock in Seattle for Winslow at 11:25am and 12:25pm.

Arrive early for the ferry, especially if it's a nice day. Call David and Virginia Caley at 360-297-4362 if you have any questions or if you get lost.

INFO FROM THE EDITOR

-Jim Taylor

Well, what've I done in the past month or so...

I attended the MG Tulip Rally on April 20th. I thought for sure I'd get rained on, but it turned out to be a great day (the weather that is). I'll have to ask the sponsors how they arranged the nice weather so that we can have some for the ELCC rally June 9th. It was the first Tulip Rally for myself and my navigator, Nancy McCraney. It

was useful to see how they ran the rally and I'll incorporate some of those ideas into ours. The rally will start in the same place as last year, behind the McDonald's at the 44th SE exit off of I-405. It'll end somewhere in Snohomish County. If you have any ideas about an ending point or would like to volunteer your home, please let me know. I'm just looking for a place for members to relax while the scores are being tallied and we can have a little social gathering as well.

The trip to the ocean is happening this weekend. There are currently five couples going and we're meeting for breakfast at Mitzel's Restaraunt just off the Fife exit on I-5 (west of I-5 actually) at 9:00am on the 4th. If you forgot all about the ocean trip and you just gotta go, then contact the Chautauqua Lodge directly at 1-800-869-8401.

Don't forget to make it to the May 11th ELCC informal meeting and social gathering at the Caley's in Indianola. Sounds like a good time in the making, hope the weather cooperates.

We've also got some track days coming up. Randall has done a great job of tracking down the events (pun intended) and getting all of the information needed for you to attend.

I'm planning on attending the Vancouver BC ABFM this year, I haven't been for about four years now. It's such a beautiful setting for the cars. I'll try to get some pictures for the *Lotus Lines*.

Bye for now.

CHAIRMAN'S NOTEPAD

-Randall Fehr

Check the Calendar for May events - Ocean tour, general meeting, Vancouver ABFM and SOVREN Spring Sprints, Classic Motorcar Rally.

Spring Sprints is the first vintage race of the year to be held at SIR. There will be racing all day Saturday and Sunday. SIR is located off Highway 18 about three miles south of Highway 516 / S.E. 272nd in Kent. Look for the traffic light on Hwy 18, and signs will take you from there.

Member Bob Sheib of Kennewick reports that the Wine Country Tour route that he planned for September has been largely washed out this winter, and that wineries in the area had so much devastation that few plan to produce much wine this year. He plans to find alternate attractions and roads for a memorable club tour this Fall.

No news out of Lotus - everything in suspense while Artioli tries to cash in.

Estimated \$15 million to certify Elise for US sale - triple the cost of design and development of the car.

Lotus Lines was one of the first if not the first publication to print V8 Esprit and 918 engine photos and descriptions, thanks to US Lotus PR rep Cynthia Claes. We look forward to futher communications with Cynthia.

CAR COLLECTOR'S PICTURE BOOK

-Randall Fehr

An enthusiast in New Mexico is seeking photographs of privately restored and like-new British cars for publication in a "Collector's Data Book".

Charlie Oden d'Hal, a retired British Leyland mechanic, describes his labor of love as an identification guide with basic model and maintenance data. He is seeking photos of privately

owned cars rather than factory publicity shots in order to reflect and recognize owners' care and improvements to their precious possessions/obsessions. Mr. d'Hal plans wide distribution of the book, possibly through Beck/Arnley-Worldparts Corporation.

The photos will be reproduced approximately business-card size in black and white. Given the format, it is especially critical that the photos show the car clearly. Many have been rejected already due to poor contrast, composition, lighting, etc. In his letter, Mr. d'Hal advises: "The car should be your only subject. Avoid including other cars or background distractions (one person is OK). Try to photograph the car in front of a uniform contrasting color background like a wall or the sky. Use a flash to lighten dark areas. [The diffuse light of an overcast day and softer morning or evening light give much better results than noonday sun - RF.] A front quarter view is best, but add a rear view if unusual."

If you would like to submit suitable photos of your Lotus or other Brit marque, acceptable format is color or b/w prints between 3 x 5 and 8 x 10, clearly identified on the back as to owner, city, year, make, model, series, and any other special history or interesting details. Owner's name and city will be used with approval. Only a few photos of each model will be used. All photos will be returned ASAP whether used in the publication or not, and a discount on purchase of the book awarded to all who contribute photos or other information, used or not.

Contact:

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Vancouver BC ABFM

The 1996 Vancouver All British Field Meet will take place on **Saturday May 18, 1996**, Victoria Day weekend. Our annual garden party in celebration of the British motorcar is now in its eleventh year, and is the largest in Canada with well over 400 entries. A grand prize of \$500.00 will be drawn from all entrants registered before April 15, 1996. We look forward to seeing you and your car at this very special garden party. Please send your entry in before April 15, who knows you might win the grand prize!

SCHEDULE OF EVENTS

Fri. May 17 Noggin and Natter, Abercarn Inn, 9260 Bridgeport Road
7:30-10:30 pm No host cocktail party and late registration
T-shirts, posters & entrants' packs available

Sat. May 18 All British field Meet, VanDusen Botanical Garden, 37th & Oak St
8:00-10:00 am Late registration, car placement.
10:00-4:30 pm Car display.
3:00 pm. Entrants' Choice voting closes.
3:30-4:30 pm Awards Presentation.

Sun. May 19 ABFM Swap Meet, Kerrisdale Arena, 5670 E. Blvd. at 41st Ave.
8:00-9:30 am Vendars set-up.
9:30-4:30 pm Open to public, \$4.00 Admission

ENTRY FEES:

One car \$35.00 Cdn. · \$20.00 U.S.
Additional cars \$25.00 Cdn. · \$15.00 U.S.



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Bellevue ABFM

By now you should all have received entry forms for this years ABFM in Bellevue. If you enter by June 13, you will qualify for the \$500.00 drawing. The "Town Crier" from Sidney BC will be in attendance. We're seeking a member's car, under restoration, to be on display at no charge so that spectators can see the thrill of the restoration.

Remember the dates of the meet are:

- July 12, 1996 - Friday evening Cocktail Party for entrants at the Bellevue Inn.
- July 13, 1996 - Saturday Show and Swap Meet at Bellevue Community College with a evening Drive and Dinner afterward.
- July 14, 1996 - Sunday Tour and Picnic.

If you'd like to volunteer to help with the event, then call Arnie Taub at 206-644-7874. Help is needed for registration at the meet, during the swap meet, Sunday drive and picnic, photo contest, balloting, traffic, Saturday night drive and dinner, the ABFM booth, and the cocktail party.

CORVETTE CLUB TRACK EVENT

The Corvette Marque Club of Seattle will sponsor School Daze '96, a driving school and practise session, at SIR on Thursday 18 July from 9 am to 3:30 pm.

On - track instruction will be provided by qualified instructors. Drivers will be divided into three run groups based on experience and skill level, limited to a maximum of 30 cars per group. There will be sufficient track time to develop and hone driving skills.

This is not to be a race. Some restrictions will apply to passing, and proper track manners will be strictly enforced. Track safety is paramount, and safety accomodations will be provided. Helmets are required (Snell '85 or later). Insurance regulations require that all roadsters have a hard top and/or SCCA - approved roll bar installed.

Tech inspection will be conducted prior to the event (details to TBA). The Pacific Northwest Region of the Porsche Club of America will assist with operation, track safety and instruction.

A mandatory ground school will be held Thursday 11 July covering use of flags, driving lines, apexes, braking techniques, car preparation, drivers working corner stations and more.

CMCS limits participation to Corvette, Porsche, Lotus, BMW, Ferarri, and Lamborghini. Club membership is not required to participate. *[Please note that a broken Lotus will not prevent you participating if you can bring one of the other invited makes. -RF.]*

Cost prior to ground school: \$55 first driver, \$50 second driver same car. Cost after ground school: \$65 first driver, \$55 second driver same car. Penalty for late (after 8:30 am) tech inspection at the track: \$20.

Further information and an application will appear in *Lotus Lines*. CMCS contacts are John Bell (Marysville) 653-1247, David Hurley (Woodinville) 485-0790, Val Korry (Seattle) 285-6331, John Thomas (Bellevue) 747-0431.

EVENTS CALENDAR

Subject to revision, amendment and cancellation - watch for updates.

May

4-5	Sat	ELCC Ocean tour to Chautauquah Lodge, see separate notice
4-5	Sat	OR SCCA Double Regional road races, PIR
11	Sat	ELCC meet, location TBA
11-12	Sat	IRDC race, Spokane
12	Sun	Mother's Day
18	Sat	Vancouver All British Field Meet, Van Deusen Gardens
18-19	Sat	SOVREN Spring Sprints vintage races, SIR
19	Sun	SCCA Solo II Autocross event #2, Kent
20	Mon	Victoria Day (Canadian holiday)
24-26	Fri	Classic Motorcar Rally, Bellevue to St. Helens to Columbia Gorge and back
25-26	Sat	SCCBC road races, Mission, B.C.
25-27	Sat	SCCA Double National road races, SIR
26	Sun	SCCA Solo II autocross event #3, Bremerton Airport
27	Mon	BSCC Autocross #3, Bremerton Airport
27	Mon	Memorial Day

June

1	Sat	Shoreline Senior Center 3rd Annual Collector Car Show
2	Sun	WWSCC Autocross #3, location TBA
8	Sat	SCCA Oregon Trail Pro Rally
8	Sat	BMW Club track day, SIR, ELCC members invited
9	Sun	ELCC Rally and meet
14-16	Fri	OR SCCA Rose Cup Regional and National races, PIR
15	Sat	Alfa-Romeo & BMW Clubs track day, SIR, ELCC members invited
15	Sat	WWSCC Practice, Chehalis
16	Sun	WWSCC Autocross #4, Kent
16	Sun	Father's Day
23	Sun	IndyCar and Indy Lights race, Portland International Raceway
23	Sun	BSCC Autocross #4, Bremerton Airport
29-30	Sat	SCCA I.T. and PRO weekend, SIR
29-30	Sat	Freeze Out Hillclimb, Emmett, Idaho
30	Sun	SCCA Solo II autocross event #4, Kent

July

4	Thu	Independence Day
5-7	Fri	SOVREN Pacific Northwest Historics vintage races, SIR, ELCC car corral & meet.
5-7	Fri	OR SCCA Double Regional races, PIR
6-7	Sat	SCCBC races, Mission, B.C.
6-7	Sat	Larison Rock Hillclimb, Oakridge, Oregon
12-14	Fri	All British Field Meet, Bellevue, ELCC display booth
12-14	Fri	NVRG Portland Historics vintage races, PIR
13-14	Sat	SCCA Regional road races, Bremerton Airport
14	Sun	WWSCC Autocross #5, location TBA
18	Thu	Corvette Marque Club track day, SIR, ELCC members invited
20-21	Sat	SCCA Solo II autocross National Tour and

20-21	Sat	Divisional, Kent
21	Sun	Hillclimb, Klamath Falls, Oregon (tentative)
26-28	Fri	BSCC Autocross #5, Bremerton Airport
		Rally in the Valley, Vernon, B.C., Okanogan British Car Club, Karen, 206-365-4517
27-28	Sat	IRDC races, Spokane
27-28	Sat	SCCA Pro Rally Sprints, ORV Park, Elma

August

2-4	Fri	OR SCCA race, PIR
3	Sat	ELCC Vashon Tour
3-4	Sat	SCCBC races, Mission, B.C.
4	Sun	BSCC Autocross #6, Bremerton Airport
10-11	Sat	SOVREN vintage races, Bremerton Airport
10-11	Sat	Monterey Pre-Historics vintage races, Laguna Seca
10-11	Sat	Bible Creek Hillclimb, Williamina, Oregon
11	Sun	WWSCC Autocross #6 (tentative), Kent
16-18	Fri	Monterey Historic Automobile Races, Laguna Seca
18	Sun	Pebble Beach Concours d'Elegance, Carmel
18	Sun	SCCA Solo II autocross event #5, Everett
25	Sun	WWSCC Autocross #7, Kent
29-1	Thu	West Coast Lotus Convention, All British Field Meet honoring Lotus, PIR
31	Sat	Vancouver Indycar qualifying and Toyota Atlantics race
31-1	Sat	Bogus Basin Hillclimb, Boise, Idaho

September

1	Sun	Vancouver Indycar, Indy Lights, North American Touring Car races
1	Sun	SCCA Solo II autocross event #6, Kent
2	Mon	Labor Day
7-8	Sat	OR SCCA Double Regional races, PIR
?		ELCC Tour, Tri-Cities area
14	Sat	Alfa-Romeo & BMW Clubs track day and time trials, SIR, ELCC members invited
21	Sat	Whistler Run, B.C., sports car tour
21-22	Sat	SOVREN Fall Finale vintage races, SIR
21-22	Sat	SCCBC races, Mission, B.C.
22	Sun	BSCC Autocross, Bremerton Airport
28	Sat	SCCA/SOVREN vintage races, Bremerton Airport
28-29	Sat	SCCA Regional road races, Bremerton Airport
29	Sun	SCCA Solo II event #7, Kent

October

?		ELCC meet
12	Sat	SCCA Solo II autocross event #8, Bremerton Airport
26	Sat	SCCBC Enduro race, Mission, B.C.
31	Thu	Halloween

November

8-10	Fri	SCCA Pacific Forest Pro Rally
?		ELCC meeting
11	Mon	Veteran's Day
28	Thu	Thanksgiving Day

December

? **ELCC Christmas Party**

Contacts for further event information:

WWSCC is the Western Washington Sports Car Council, (206) 255-0658.

SCCA is the Sports Car Club of America Northwest Region, (206) 292-0500, press 1 for membership info, press 2 for event info.

SCCBC is the Sports Car Club of British Columbia, (604) 856-8957. SOVREN is the Society of Vintage Racing Enthusiasts, (206) 624-7141.

BSCC is the Bremerton Sports Car Club, (206) 869-5680 or (360) 479-0248.

OR is the Oregon Region of the SCCA, (503) 697-9649.

JIM'S GARAGE

-Jim Taylor

As usual, I've not spent much time physically in my garage, but I've thought about it a lot. Actually, I did do some organizing of parts and boxes with lots more to go. It's amazing how much space two mostly disassembled cars can take up. The business I've kinda started, Taylor Made Software, is heating up again. So I'm afraid it will get priority for the foreseeable future. Of course, all work and no play isn't much fun, so I'll still be seeking sanity in the garage once in a while. My next plan of attack is to make some room to alternate working on the Europa S1 and my daily driver, a '74 Porsche 914 2.0 liter. I know, I know, its the 'P' word but it makes for an inexpensive and fun daily driver. Unfortunately, since I have a penchant for older cars I've got to make some additional space to maintain the Porsche as well. So, I'm going to take the Europa S2 chassis completely apart and store the pieces properly so that they don't deteriorate too much over the coming years. Then to actually get the extra space, I'll bolt the frame back into the S2 and hang the body/frame from the ceiling. This way I can put the S1 underneath when I'm not working on it. That'll give me a garage space back to maintain the Porsche and my Ducati. Although, I'm not quite sure where to store five engines and four transaxles...

One of the first things I'd like to tackle on the Europa S1 is the design of a mounting system for a Tilton pedal setup for the brakes and clutch. The S1 doesn't have adjustable seats, they're built into the body, so the adjustability is at the pedals and steering column. It might be a bit tricky to keep the adjustable pedals. Equally important is figuring out a way to mount the pedals securely from above (firewall style mounting instead of on the floor) without taking up too much of the front luggage area. I've got a few ideas on how to accomplish the mounting and have been in contact with Tom at Dave Bean Engineering who would like to do the same to his Europa S1. Ken and Susan mounted the pedal bundle in their Europa race car directly to the roll cage, but I don't have that luxury.

I'm also trying to locate a few pieces that are missing from my S1. The door mechanisms for each door are completely gone, as is the dashboard and all the gauges. I've got a possible source for the door hardware and if I can't come up with the correct gauges, then I might install a set of VDO gauges instead. What else... the lower front suspension arms have been damaged and need to be replaced. They are very similiar to the S2 but not quite the same (the shock absorber mount is different). Let's see... the inside rear view mirror and probably some other minor parts that I haven't noticed yet. So anyway, if you've got any of

these parts and would like to sell or trade them please let me know, 206-232-2237.

DUNLOP SPAQUAJET REINTRODUCED

-Press release

The Dunlop SP Aquajet was one of the most influential tires of its time when it was launched in the late 1960s. It was developed after exhaustive tests by Dunlop into the causes and effects of aquaplaning in wet weather, and was specially designed to minimize these undesirable tendencies. At its launch it was hailed as a global triumph. "The first tire to seriously counter the effects of aquaplaning, and also provide a magic carpet ride," to quote from Dunlop's advertising at the time. It also provided class-leading grip in the dry.

One of the first cars to have the unique SP Aquajet fitted as original equipment was the Series 2 E-Type Jaguar. This prompted a huge number of other car manufacturers to fit them as original equipment. The list includes some of the most influential and popular British cars of the era, including the Lotus Elan and Europa, Triumph GT6 and Spitfire, MG Midget, Ford Cortina GT, and Mini Cooper S. The majority of British "sporty" cars of the early seventies ran on SP Aquajets.

Since the SP Aquajet finished production in the early 1980s, owners of cars such as the above have been forced to fit alternative tires that are neither original, or in some cases suitable. This problem has now been resolved by Vintage Tyre Supplies Ltd in association with Dunlop Tyres, and a range of SP Aquajet tires, built as close to the original specification as possible in the old molds, are now available exclusively from Vintage Tyre Supplies. The opportunity is now available for all the above cars and more to be fitted with the tires around which the suspension and steering geometry of the cars was designed. There is no substitute for original equipment.

North American distributor of Vintage Tyre Supplies:
Vintage Tyres Limited
289 Eglinton Avenue East
Toronto
Ontario M4P 1L3 Canada
Tel. 416-485-6530 or 484-1533
Fax. 416-484-4503

"RENU" YOUR GAS TANK

-Frank Giles

When I picked up my '71 Lotus Europa, it had sat for year in a Woodinville garage. The gas tanks were badly rusted, lines clogged, and there were holes in the bottom. Shopping around netted me nothing other than \$500 aluminum tank replacements... That is until I came across "Gas Tank Renu - USA". For \$138 each, my tanks were blasted with steel grit inside and out. The holes were patched, a new fuel line was installed with a

removable brass nipple to allow easy access for sliding the tank into position. Also, the mounting brackets were TIG welded into position. Finally, the tank was coated with a patented process internally, externally, and then baked in a kiln. It coats like hard rubber and is able to withstand anything short of nitromethane. It's 100% lifetime warranted.

The process has a two day turnaround. UPS freight is about \$12 each way and takes three to five days in each direction. If you have questions or want to have a tank repaired contact:

Mattson's Radiator
10529 Beach Blvd
Stanton, CA 90680
714-826-0357, 1-800-439-0356, or fax 714-826-1126

FACTORY COMMENTS

*-Patrick Peal, Head of Communications, Lotus Cars Ltd.
from the InterNet*

Daewoo is "out of the frame" and that's official, from our Financial Director. We haven't been sold, or invested in, (yet) but I reckon that there are some serious discussions going on.

Rod Bean reported a comment that "Chapman was not a man to be trusted with your wallet or your wife" from an admirer - one chap here pointed out that those who did not admire him were probably jealous! Rod also asked about the numbering system for Elans - our expert ... remembers that the serial numbers went like: minus 004, 005, 006 were development cars plus 001 to 048 were production cars then the numbers jumped to 3049 instead of plain old 049 - it just sounded better!

Just to wind up Elise dreamers more, I took the silver mileage accumulation car to Donnington on Saturday last. It's 150 miles of mostly single-carriage roads across the middle of England, with some brilliant i.e. fun roads. We allowed 3 1/2 hours, did it in 2 1/2 hours, hit 122 mph (naturally not on the Queen's Highway, m'lud) on a flat road with no wind assistance, averaged 60 mph, and the fuel consumption was better than 45 mpg (UK gallons at that, too). More to the point, I was still grinning today!

About the non-symmetrical seating in Elise - I should explain that the chassis is symmetrical and can be used for either LHD or RHD as the mounting points for the seats and the controls (pedals and steering) are included for both hands. The seats themselves are mounted offset by choosing the appropriate locations. Incidentally, the interior mirror is also offset to the passenger side by 6 inches (150 mm) to improve the driver's forward field of view to the nearside. It works, too!

The Lotus Elise will make its debut in motorsport on the weekend of May 4/5 at the famous Prescott Hillclimb in England, in a round of the British Hillclimb Championship. This will also be the first time that Elise goes on show to the public in action.

Tony Shute, the Programme Manager for Elise, is the man with the pleasure and privilege of giving Elise her first competition outing, and is enthusiastic about the weekend. "I'll drive the car there, put on the race numbers and go for it," he says. "Elise has all the qualities of a terrific competition car - strength, poise, great acceleration and brakes, and excellent visibility and control for the driver." Shute concludes, "I'm really looking forward to this first event - especially if it's wet!"

The first European journalists have driven the V8 Esprit; among them the great Paul Frere, who writes for "Road & Track", "Car

Graphic", etc. He thought the engine was superb, the handling and braking excellent, the car "very comfortable", and the gearbox "not so good". His comments were appreciated and absorbed (and not unexpected).

Hope the GT fans amongst you enjoyed the ever-improving performance of our works team at Jarama. After only three races (a.k.a. test sessions) Jan Lammers' car was second fastest on the grid (beside the Harrods McLaren) and led for the first four laps. Then the exhaust cooked the driveshaft boot which split and lost its lubricant ... The second car suffered from an over-exuberant driver who in the race (after qualifying 13th) was lapping around 10th and kept going quicker until he fell off while lapping at roughly the same times as the front-runners! Next up is the Le Mans free practice and entry selection. There are 30-odd GT cars for 22 places ... Apparently it's taken since 1989 to get the F40's into race-winning condition - we hope to get there sooner, and on present progress it's looking a distinct possibility.

FOR SALE - WANTED - FREE

Future reference: If you have a classified ad or an ad that you want to continue to use from one *Lotus Lines* to the next, please give me (Jim Taylor, 206-232-2237) a call and I'll be happy to put it in again. Thanks.

For Sale: 1983 Lotus Esprit S3, RHD, exceptional condition throughout, red with tan interior, 40000 miles. Have EPA/DOT releases, rare car in the United States. No turbo headaches. \$20,000. Call Evan McMullen at 206-467-6531 or fax 206-467-6532.

For Sale: 1969 Lotus Europa S2, restoration candidate. Runs well. Needs paint, windshield, and a basic facelift. Incorrect but period wheels. \$2,500. Call Evan McMullen at 206-467-6531 or fax 206-467-6532.

For Sale: 1956 Lotus XI Series II, LeMans fairing. Recently imported from Japan. A correct, race ready, turn key car. \$75,000. Call Evan McMullen at 206-467-6531 or fax 206-467-6532.

Editors Note: New member Evan McMullen owns Cosmopolitan Motors in downtown Seattle.

BADGE DEBATE

-Graham Arnold
From Club Lotus News, UK

There are those who still insist that the Lotus badges with the entwined letters ABCB stands for Anthony Colin Bruce Chapman but there is also a strong lobby based on anecdotal suggestions that allege otherwise. Reputed conversations with those who knew the Allen brothers, Chapman's partners in the early days of the Mk 3 and 3b, say the badge consisted of the A and the B for the brothers and C C for Colin Chapman, i.e. the ACBC badge depicts Colin Chapman and the Allen brothers. I ask does it matter?

History does not like being changed so any quiz run by Club Lotus concerning initials on the badge will have Anthony Colin Bruce Chapman as the only correct answer.

Please stop sending in advertisements with "rare black badge model" in the copy. The black badge myth is complete and utter balls, so forget it. Last week somebody asked me what was special about a black badge Excel. Now he knows.

We frequently get asked what badges go on early Elan, Plus Two and Europa models. They even want to know if the cars had the same badges on both sides. Well you are talking about Lotus in the 'sixties. If we were low on badges and could not pay our bill a car might not get all the required badges on both sides! Some would not get the World Champion shields until there was money in the bank. Therefore there is NO laid down, hard and fast rule for what cars would have what badges on either side. Chapman was so sure we would win the Indy 500 that he had badges made up in advance. As soon as we had won, a team rushed to the docks and slotted the new badges into holes drilled dockside. Sad to relate the drill also went into the fuel tank but with only a half gallon in each car the customers or the US Fire Brigade were the first to find out. The Indy 500 and World Champion shield frames came off a Sunbeam Alpine we had taken in part exchange. It was the work of a few moments to Letraset a mock-up. The first 100 frames came from Harpers Rootes Group dealers of Hatfield, at full retail price.

Book review by R. Fehr

LOTUS SEVEN AND CATERHAM

Andrew Morland
1994, Osprey Classic Marques Series
Osprey Automotive, \$15.95

This series of books features gorgeous full-color photography of well-kept original cars and top-notch restorations, accompanied by brief text and photo captions. They do not seem to be intended as historical references or restoration guides, but they show the development of the subject model(s) with the main tech and design changes explained.

This is well done in other books in the series (e.g. "Lotus Elan"), but the "Seven and Caterham" volume has serious production problems. Innumerable editing glitches and typographical bloopers compound the confusion of the poorly-written text. Photos have captions swapped, information is needlessly repeated and/or jumbled, names are misspelled, etc. And while all of the cars photographed are interesting, especially a beautifully restored Mk 1, space is wasted presenting multiple shots of some cars from similar angles.

For some these distractions will be overcome by the clear photos, including shots of Caterhams being welded, skinned and assembled at the shops in England. Better Seven books are available, such as those of Jeremy Coulter.

ATTENTION NET SURFERS

Here's a repeat of how to get onto the email list for Lotus cars and a short list of some Web sites to look through.

To join Lotus cars list send email to:
majordomo@lists.best.com
put "subscribe lotus cars" in the message body

Web sites -
<http://www.lotuscars.com/gallery/s5.html>
<http://www.lotuscars.com/broch/gt1.html>
<http://www.best.com/~esprit>
<http://www.daka.com/markh/index.htm>
<http://www.lotuscars.com> (Lotus Cars USA)

Email Addresses:
grplotus@paston.co.uk (Lotus Cars Ltd)
lotus.limited@acenet.com (Lotus Ltd)

Randall Fehr Restorations
30 South Horton Street
Seattle WA 98134 (206) 622 7469

Automobile restoration and repair
Lotus specialist

Evergreen Lotus Car Club FYI and COA

Chairman: Randall Fehr, 206-782-8951
Membership: Alice Larson, 206-463-2816
Treasurer: Craig Shuck, 206-788-1900
Newsletter Editor: Jim Taylor, 206-232-2237

Membership in the ELCC is \$20/year and is prorated in three month increments. This includes nine issues per year and a club roster.

Mailing Address for all ELCC correspondence is:
Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA. 98015-4481, USA

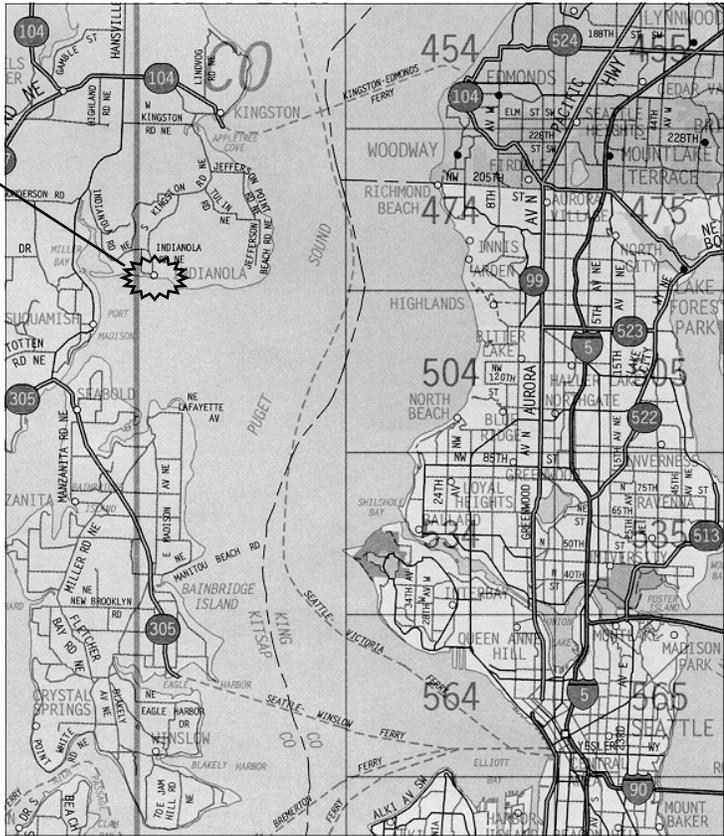
Meeting Locations

May Meeting and Gathering

Saturday May 11, 1:30pm
David and Virginia Caley's home
9101 N.E. Shore Drive
Indianola, WA
phone: 360-297-4362
Directions are inside the newsletter.

June Rally and Meeting

Sunday June 9, rally starts at noon
behind McDonalds just off the 44th SE
exit on I-405.



EVERGREEN LOTUS CAR CLUB
P.O. Box 40481
Bellevue, WA. 98015-4481

First Class Mail