



# Lotus Lines

August 1997

Newsletter of the Evergreen Lotus Car Club

## Ride in an Elise!

-Mike Galos

As part of my job, I spent the first ten days of August this year in Australia and New Zealand. Of course, I looked forward to the 14-hour flight each way with all the anticipatory joy of oral surgery. There was, however, one consolation. There are Elises down under!

After 24 hours of travel, I arrived at the hotel in Melbourne and sent e-mail to schedule a time for us to meet. We didn't get anything coordinated until late in the week so on Saturday morning, I checked out the car ads in the local paper and found a display ad for a new shipment of Elises at the local dealer. A quick taxi drive with a driver who'd just broken his glasses lent a certain sense of whimsy to the trip as I spent the time reading the map of an unknown city while the driver went the wrong way down one-way streets. I spotted the familiar logo on the side of the building (City Motors - Lotus, SAAB, Jeep, Chrysler, TVR, Aston Martin, Lamborghini and McLaren), got out and walked



Mike Galos with a big smile in a Lotus Elise

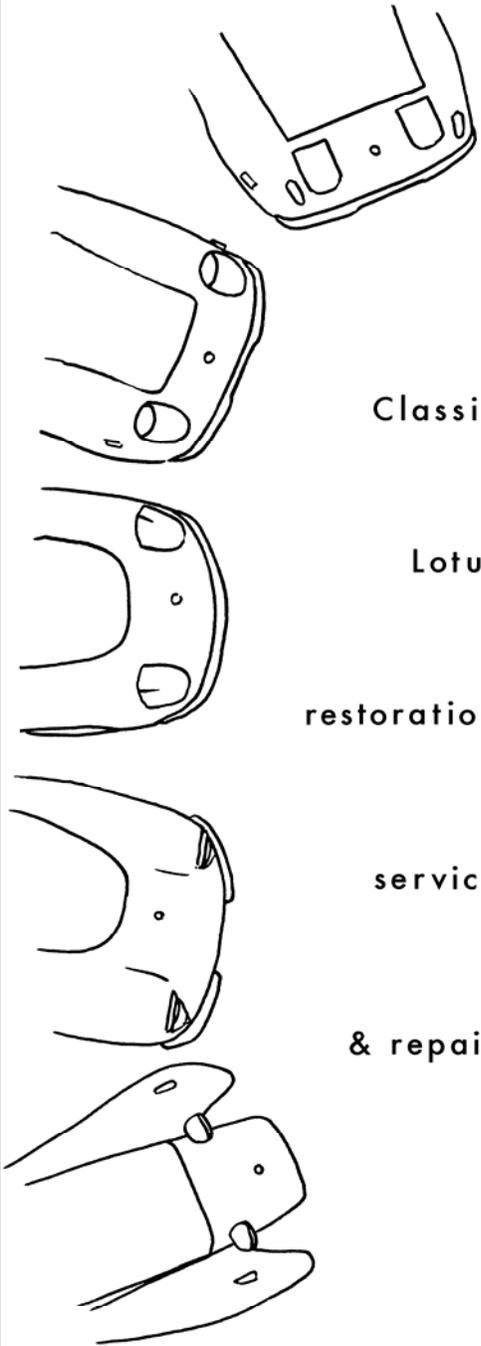
into the showroom.

Behind the SAABs and the fireplace on the main floor was a raised balcony containing the sales offices, an Aston Martin

DB7 convertible and the yellowest, smallest, convertible I'd ever seen.

The Elise is, in the fiberglass, very different than in all the photos I'd seen. It is first of all, much smaller. Perhaps, having the first impression of the car scaled to a passenger the size of Romano Artioli's granddaughter (the car's namesake), lent a long time loss of proportion. The actual car looks smaller than an MG Midget or bug eye Sprite. Of course, the numbers say that it is as long and wide as a Miata but no Miata in the world has the sense of compact delicacy and power. Twenty pictures and several minutes later, I paused long enough for the Lotus sales rep to interrupt me to talk. I suspected that once I opened my mouth and spoke with my thick American accent, I'd be out the door. Instead, he asked if I'd like to see





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the other two in the back showroom. There, nestled next to the Jeeps and Chrysler sedans and in front of a lone TVR were a blue and a BRG Elise. Both metallic colors showed the curves of the Elise's body better than the yellow but were not as dramatic. The blue car had already been sold and the yellow was being prepared to be the company's combination demonstrator and rolling advertisement so I sat in the blue one.

Getting into an Elise is not an activity that can be done with dignity. At least not without a lot of practice and not in a car with the driver's door on the wrong side. True to the Europa or Seven traditions, a combination of creative bending, a little background in yoga and the not too gentle assistance of gravity are needed. The seats are set very low in the chassis. So low in fact, that the wide door jamb that was so difficult to balance over ends up as the armrest. Once in though, the driving position is wonderful. The seat

supports well, with great lateral bolsters, the Stack instrument cluster is right where you naturally look and the steering wheel is just the right bend of the arm away. I'm not sure if the aluminum gear shift knob falls right into hand since my left hand doesn't usually fall on top of any gear shift knob.

After a few pictures, the staff managed to convince me that I couldn't just move in to the car instead of my hotel room and I got out. Seeing that I was clearly in love, or in lust or in some combination not usually associated with things fiberglass, the sales rep (the son of the owner of the dealership) said that it was a shame that they didn't have any of the cars ready to drive yet since they hadn't been prepped. If I was interested, though, the yellow one would be ready for a test drive (or at least a test ride for a left hand drive type) on Wednesday. Would I be interested in coming back?

There may have been sillier questions asked of me in my not so short life. Maybe. I can't recall any, but it is always possible. I walked back to the hotel, not wanting to risk my life in a taxi with a ride in an Elise only a few days away.

On Wednesday, I woke up, grabbed some breakfast and walked back to the dealer. There, parked by the curb in front, was the yellow Elise with the dealer's name on a decal in the rear window.

On the street, the car looked even smaller, even more aggressive and even less like a road car. After the proper amount of respectful drooling and more pictures, I approached the door and was met with a "Hi, ready for a



### Evergreen Lotus Car Club FYI and COA

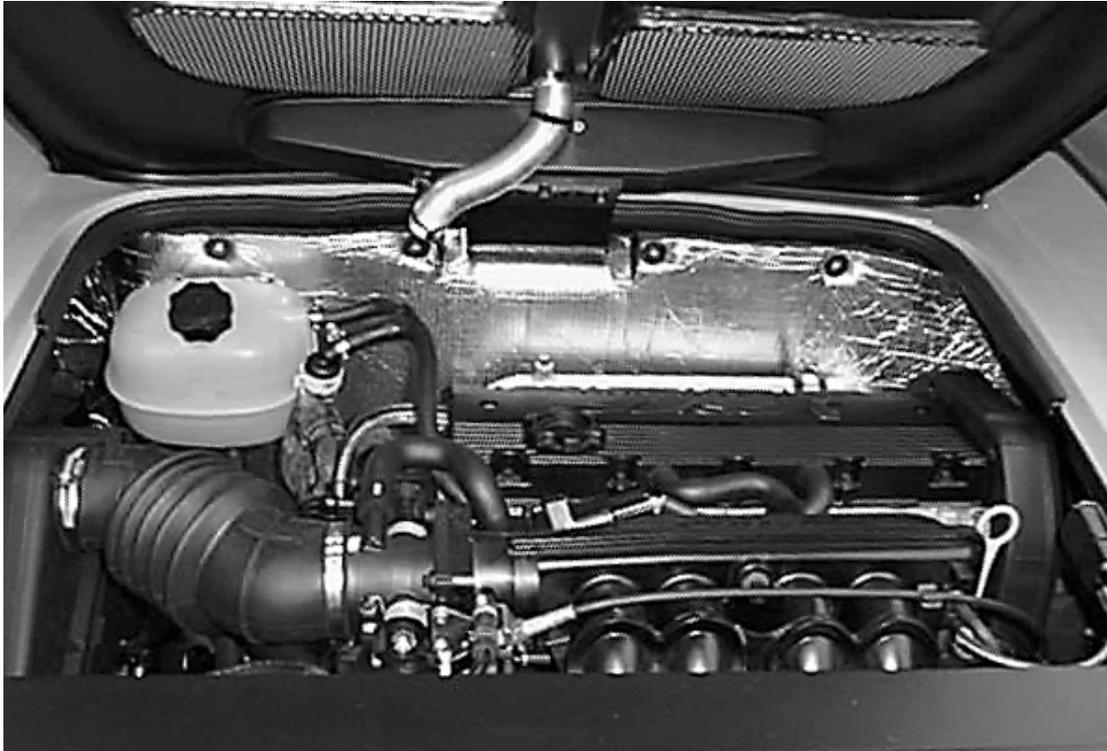
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**Classified Advertising** for Members is free.

**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.



There is a reason why every auto magazine in several countries has rated the Elise as the best sports car in many years and possibly ever. It is. To top off my trip down under, after leaving Melbourne on Thursday, I went to Auckland, New Zealand. After my presentations there on Friday morning, I got a phone call saying that Rhys Williams, who maintains a Lotus Elise web page in Auckland ([http://](http://www2.webmasters.co.nz/staff/rhys/)

ride?" before I could reach for the doorknob. Okay... Silly questions were plaguing me on this trip. I dropped into the passenger seat. It seemed easier this time. I fastened my shoulder harness, the car started and I was pressed into the seat.

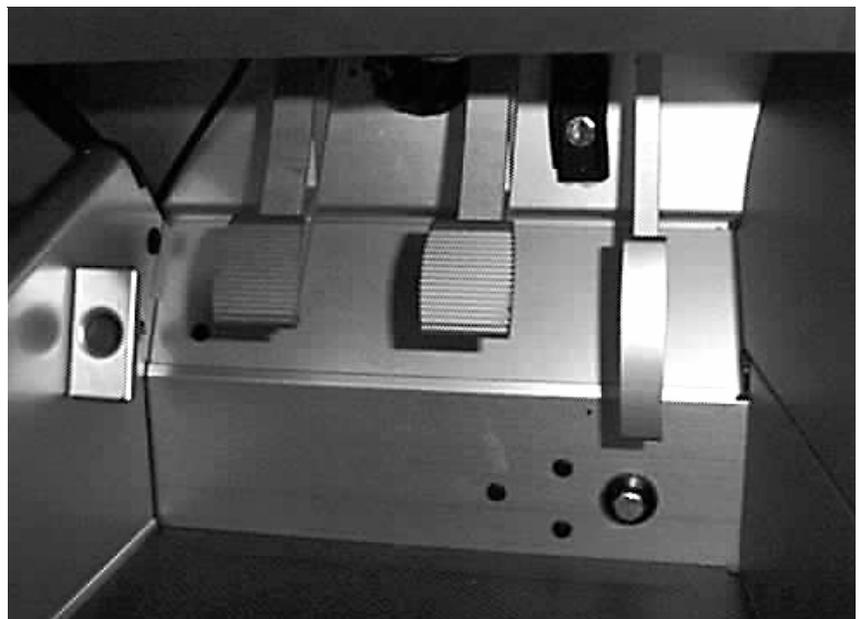
The Elise has 0-60 acceleration only a few tenths of a second slower than a Lamborghini Miura. We made it around the first corner while still accelerating and I found myself understanding why there is an aluminum wedge to brace against in the passenger footwell. While it is hard to say what the handling is like from the passenger seat, I have vague memories of zipping around cars on two lane back streets with the speedometer reading 90 KPH (55 MPH).

My host apologized for having to take things so sedately but with the engine not being broken in, it wasn't a good idea to run it very hard. Even so, I would guess that we pulled roughly 1G in both cornering and braking. Personally, I suspected that he wasn't taking it easy but didn't want to get caught abusing an engine that hadn't been broken in. I wasn't going to complain. I got out at the end of the ride with one of the biggest grins I've ever had. I suspect I was looking silly for several hours afterwards.

To put things in perspective, the Elise feels, at least from the passenger seat, even more precise than my Europa. It accelerates and brakes better than any car I've ever had the fun of being in and feels more tossable than any modern production car. Picture the best of all of the classic Lotus traits combined with modern power, tires and braking.

[www2.webmasters.co.nz/staff/rhys/](http://www2.webmasters.co.nz/staff/rhys/)), was on his way to the hotel to show me his car. He arrived in a metallic blue Elise and after drooling on it, he took me out for a ride and I found out what an Elise was like that had been broken in.

Amazingly, it was even better.



# THE 21<sup>st</sup> ANNUAL ALL BRITISH FIELD MEET

**LABOR DAY WEEKEND, August 29, 30, & 31 1997!!!** Bring your British cars and motor-cycles. Join **OVER 500 other British vehicle owners** and share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkleys) are welcome, as are British bodied cars with U.S. engines, including conversions. The latter may not be eligible for judging, however.

**PRE REGISTRATIONS** – Only registrations received by August 9, 1997 will have reserved space on the field in their class. They will receive a complementary dash plaque, a FREE swap meet *or* car for sale space, a chance to have a photo of their car in the souvenir program and the opportunity to buy the limited edition regalia.

**LATE REGISTRATIONS** – (Received August 10 through August 28) will receive the benefits of pre-registration but will not be able to purchase limited edition regalia nor will they be able to have their car photo appear in the program.

**DAY-OF-MEET REGISTRATIONS** – If Friday evening at the cocktail party, August 29 and Saturday morning (‘til noon), August 30 at P.I.R.1 Vehicles registered at this time will be eligible for DISPLAY ONLY parking and People’s Choice balloting. Dash plaques will be on sale in the regalia tent.

**CAR WASH FACILITIES** are available near the concession stand at P.I.R. Bring your own supplies.

**SWAP MEET (SUNDAY – ONLY)**. A swap meet “vending space” or a “car for sale space” is free with your 1st car entry registration, **BUT ONLY** if it is so indicated in the appropriate box on the registration form and received before August 9, 1997.

**Request for space after this date** requires payment of the standard swap meet fee of \$30. Swap meet spaces are available for non-car entrants at \$30.00 each. **Gates will open at 8 am, Sunday. (You may request an early swap meet move-in for Saturday pm, when you reserve.)**

**PHOTO CONCOURS** – Bring your photos to the cocktail party Friday night by 7:45. Awards will be presented: Portrait, Humorous, Action and and past ABFMs. On the back of photo include: name, phone, category, location and year. Optional: title, film and camera details. Digitally manipulated/altered prints not accepted.

**SOUVENIR PROGRAM** – If we receive a photo of your car or bike with your pre-registration by August 9, 1997, it can be included in the souvenir program. Please label your photo(s) with your name and address on the back, so if they can be returned to you in your packet. **REMEMBER DEADLINE: No later than August 9, 1997.**

**PROGRAM ADVERTISING** Contact Tom Monaco at 245-0714 for details and rates. The program is an ideal way to target your specific market of British car enthusiasts.

Registration Information Message Line 505-312-0559

# SCHEDULE OF EVENTS

## ■ Friday, August 29, 1997: COCKTAIL PARTY ON THE FIELD AT PIR

For Registered Entrants Only 7:30 pm to 10 pm.

## On the field at PIR

Take Exit 306B from I-5

PICK UP PACKETS • DAY-OF-MEET REGISTRATIONS  
PHOTO CONCOURS • FINGER FOOD • NO-HOST BAR

Pre-registration packets and pre-ordered regalia, as well as registration forms may be picked up Friday, August 29, 1997 at the cocktail party on the field at PIR from 7:30 until 10 pm. All those who did not receive their pre-registration confirmations by mail are encouraged to stop by Friday night and avoid the pressures of on-the-field confirmations OR registrations on Saturday. Besides, it's a perfect time to meet old chums and make new ones. Bring your favorite car photos for the photo concours.

### ■ Saturday, August 30, 1997: P.I.R. Gates open at 8:00 am.

- **Placement of PRE-REGISTERED cars and bikes ONLY** on the field from 8 am until 10 am. (Pre-registered cars have their space reserved only until 10 am.)
- **Placement for Day-of-the-Meet Entered vehicles** after 10 am.
- **LandRover Off-Road Jungle Course** from 10 am to 3 pm. Ride in one of our LandRovers over specially prepared terrain! Compliments of Land Rover of Portland.
- **British Vehicle Display and Show on the grass.** People's Choice voting for all classes 10 am – 1:30 pm. Jaguar Concours judging – starts at Noon.
- **Entertainment on the field** starting at 1 pm.
- **People's Choice Awards** presented on the field at 3 pm.
- **Jaguar Concours Awards** presented on the field at 4 pm.

**Note:** Camping is allowed at the PIR facility, but gates will close Friday & Saturday at midnight. No "For Sale" signs of any kind will be allowed Saturday on the judging field. No trailers or support vehicles in the display area after 10 am Saturday, and vehicles may not leave the display area until 4 pm that day. No RV hookups are available.

## SATURDAY BARBECUE! RAFFLE!

Cocktails and appetizers at 5:00 • Dinner at 6:00  
Raffle Prizes All Evening

### Enjoy a Dinner of BBQ Ribs & Chicken

Served with all the trimmings in the Hospitality Tent Saturday evening

**\$15 per person**

LIMITED TICKETS, PRE-REGISTRATION STRONGLY ADVISED

# SCHEDULE OF EVENTS CONTINUED

■ **Sunday, August 31, 1997: P.I.R. Gates open at 8:00 am.**

- **Swap Meet Opens** - 8 am.
- **British Vehicles for Sale in the Swap Meet Area** - 8 am to 3:30 pm. Pre-registration must be received by August 9, 1997 (for free space with your car registration — \$20 with bike registration) or the standard swap meet fee of \$30 will be required.
- **Giant Stalom** - 9 am to 3:30 pm. Stalom registration opens at 8 am & closes at 12:30 pm. Eight classes are designed to equalize all vehicles. A Release of Liability form, helmets and seat belts are required. A limited number of helmets will be available. Participating vehicles are subject to safety, noise and technical inspections.
- **LandRover Off-Road Jungle Course** from 10 am to 3 pm. Ride in one of our LandRovers or drive your own! Traverse specially prepared terrain! Compliments of LandRover of Portland.
- **Rallye: Registration from 8:30 - 9:30 am. First car out at 9.** The rallye will be starting from the front gate at P.I.R. Designed to be interesting for all, from novice to pro! Trophies will be awarded for British cars.
- **Awards Presentations** - 4 pm under the Goodyear Tower. All of Sunday's awards and trophies will be presented at this time.

**NOTE:** P.I.R. gates close at 5:30 pm on Sunday. NO vehicles to be left on P.I.R. property after that time.

## PORTLAND INTERNATIONAL RACEWAY

**Directions to P.I.R.:** Located at West Delta Park, south of the Columbia River off I-5 in Portland, Oregon. From I-5, take exit 306B to the stop sign, go west to P.I.R. entrance.

## HOTEL ACCOMMODATIONS

**Affordable Accommodations are available near P.I.R.:**

**Best Western Inn at the Meadows 503-286-9600**

Reserve by 8/15/97 for special \$70 rate

Delta Inn 503-289-1800

Reserve by 8/15/97 for special \$55 - \$65 rate

(Mention the All British Field Meet for the special rates)

## SPECTATOR ADMISSIONS

\$7.00 Saturday

\$5.00 Sunday or

\$10 for both days

Children under 12 - free with paid admission

REG. # <small>For official use only</small>	SW/MT/#	PROC. PHOTO	CLASS
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Name \*

Address \_\_\_\_\_

City \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_

Bus. Phone ( ) \_\_\_\_\_

State/Prov \_\_\_\_\_

Post code \_\_\_\_\_

CAR/BIKE MAKE	YR	MODEL	BODY STYLE	COLOR	CLUB	CLASS
1						
2						
3						
4						

### FEES

1st car @ \$30, bike @ \$10 - plus additional vehicles @ \$10 each.

Need 2 Meet Space  Need 2 Car For Sale Space  One free with 1st car entry, \$20 with bike entry, otherwise \$30 each

Amount \$ \_\_\_\_\_

### PROGRAM PICTURE

YES  NO

### BAR-B-CUE

Number Attending \_\_\_\_\_ @ \$15 ea.

Amount \$ \_\_\_\_\_

### LIMITED EDITION REGALIA

Extra Dash Plaques) \$7  
Field Meet Pins) \$4  
T-shirts) \$16  
Sweatshirts \$24

XL \_\_\_\_\_ L \_\_\_\_\_ M \_\_\_\_\_  
XL \_\_\_\_\_ L \_\_\_\_\_ M \_\_\_\_\_

Regalia Amount \$ \_\_\_\_\_

GRAND TOTAL \$ \_\_\_\_\_

*I agree to insure my vehicle and property against loss, damage and liability. I agree to assume the risk of any and all damages or injury, and to indemnify and hold harmless the The All British Field Meet, Inc., its officers, directors, agents and employees for any acts or omissions, which may result in the theft, damage or destruction of my property or injury to me or others occurring as a consequence of this meet, wherever located.*

Signature \_\_\_\_\_

Date \_\_\_\_\_

CREDIT INFORMATION		VISA <input type="checkbox"/>	MasterCard <input type="checkbox"/>
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# EVENTS CALENDAR (Pull out and post)

Subject to revision - watch for updates.

## August

- 29 Fri Club Lotus NW track Day, 503-641-7693  
30-31 Sat Portland All British Field Meet, Portland, info 503-312-0559, at PIR, vehicle display on the 30th, swap meet on the 31st  
31 Sun SCCA Solo II, Regional #6, Bremerton

## September

- 1 Mon Labor Day  
6 Sat Oregon Trail II, Oregon  
6-7 Sat OR Race, Portland  
12-14 Fri BMW Seattle Classic Motorcar Rally, Douglas Breithaupt at 206-323-0624  
14 Sun All British Picnic, Hougau Park, Abbotsford BC 10-3:30, info 604-795-3536  
20-21 Sat Whistler Run, British Car Tour, British Columbia  
20-21 Sat SOVREN Fall Finale Vintage Races, SIR  
21 Sun SCCA Solo II Regional #7, Everett/Kent  
26 Fri NWARC Track day, Bremerton Raceway  
27 Sat **ELCC Picnic and Photo Shoot, Snoqualmie Winery and Falls**

## October

- 12 Sun SCCA Solo II Regional #8, Kent  
25-26 Sat SCCA Regional Road race, Bremerton  
26 Sun FIA GT1 Sportscar Race, Laguna Seca (Lotus Elise racers will appear) 1-800-SECA, www.laguna-seca.com

## November

- 1 Sat NWARC Track day, Bremerton Raceway  
2 Sun BMWACA Driver School, Bremerton Raceway  
8-9 Sat SCCA Pacific Forest National, Olympia  
15 Sat **ELCC Calendar photo selection & social meeting, Galos residence**

### 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. www.nwr-scca.org

SOVREN is the Society of Vintage Racing Enthusiasts, 206-935-4109.

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.

SS is the Sand & Sage Sports Car Club, Richland, 509-943-2093.

NWARC is the NorthWest Alfa Romeo Club, 253-582-0803.

BMWACA is the BMW Automobile Club of America, 206-481-9571.

## Club Lotus NW Track Day, PIR Friday August 29th

Club Lotus NorthWest is hosting it's 2nd annual track day on Friday August 29th 1997. This event is open to all cars.

Tech inspection opens at 7:30am, driver's meeting at 9am. First session begins after the drivers meeting and last session ends at 5:00pm (please note that times are approximate). Cost is \$60.00 per car for the first driver, \$20.00 per additional driver. Open wheel cars are welcome. Please call Mark Viskov 503-641-7693 for any questions.

## Portland ABFM August 30-31

The All British Field Meet is again over the Labor Day weekend (August 29, 30 & 31) at Portland International Raceway. Vehicle display is on the 30th, swap meet on the 31st. Information message line: 503-312-0559. Entry forms available from Randall Fehr, 206-782-8951.

## ELCC Picnic and Photo Shoot Saturday September 27

The next meeting has been set for Saturday September 27 when we will gather near Snoqualmie Falls for a 1998 ELCC Calendar photo shoot (bring your camera and a clean Lotus), and drive to Snoqualmie Winery for a picnic and photo shoot on their dramatically scenic grounds (bring a picnic). Further details will appear in the September *Lotus Lines*.

**For 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:** 1971 Europa S2. Engine has been recently rebuilt. Price is \$3500 or best offer. Call Frank Giles at 425-820-0466 if you are interested in seeing the car.

**FOR SALE:** Fuel tank for TwimCam Europa, good condition, \$85, call Bob Cross at 360-653-8716.

**FOR SALE:** Left & right brake assemblies for Europa (except the Special). Stripped and painted with black epoxy enamel. New shoes, dust boots, wheel cylinders, 'virgin' drums. Ready to bolt on. \$175 obo plus shipping charges. Call Bob Scheib at 509-783-3126.

**FOR SALE:** 1973 Europa TwinCam, 51000 original miles, balanced engine with recent rebuild, recent rebuild of the 5-speed transmission too. No accidents and paint is good. Asking \$6500 obo, call Brent Madill at home: 209-584-2020 or work: 209-582-4316 (non-member ad from California).

## FOR SALE - WANTED - ETC



Lotus and their owners at PIR for last years ABFM

photo by Phil Tanner

## Chairman's Notepad

-Randall Fehr

Welcome new member Charles Conti who has just acquired a Series 3 Elan DHC.

Steve Shipley has stepped forward to stand for election as ELCC Newsletter Editor for the 1998-99 term. With Jim Taylor standing for Membership and Craig Shuck for Treasurer, only the Chairperson post still requires a volunteer. Anyone considering the position can phone me with questions, 206-782-8951. Several ideas for events to start the new year are ready to help the transition.

Rumors out of England indicate that the factory is about to introduce a 190bhp Elise engine modification package to be installed by dealers. Alas, still no definite word on when the US-bound Elise will be available.

The only Elise in North America is a demonstrator for Lotus Engineering. This is the car that first appeared at Road Atlanta for last year's Lotus Owners' Gathering, and now is being loaned out to various Detroit engineers and executives. It was driven by *Road & Track* which raves about it again in the issue just arriving on newstands.

Bob Sheib reports that a company in southern California is developing a throttle-body fuel injection package for the Lotus-Ford Twin Cam that mounts to Stromberg heads. It should be available late this year. For info call Garry Polled at TWM Induction, 805-967-9478.

Dave Bean Engineering has announced their presence on the World Wide Web at [www.davebean.com](http://www.davebean.com). They promise news, product notes, specials and ordering information.

## A Hot Lap of PIR

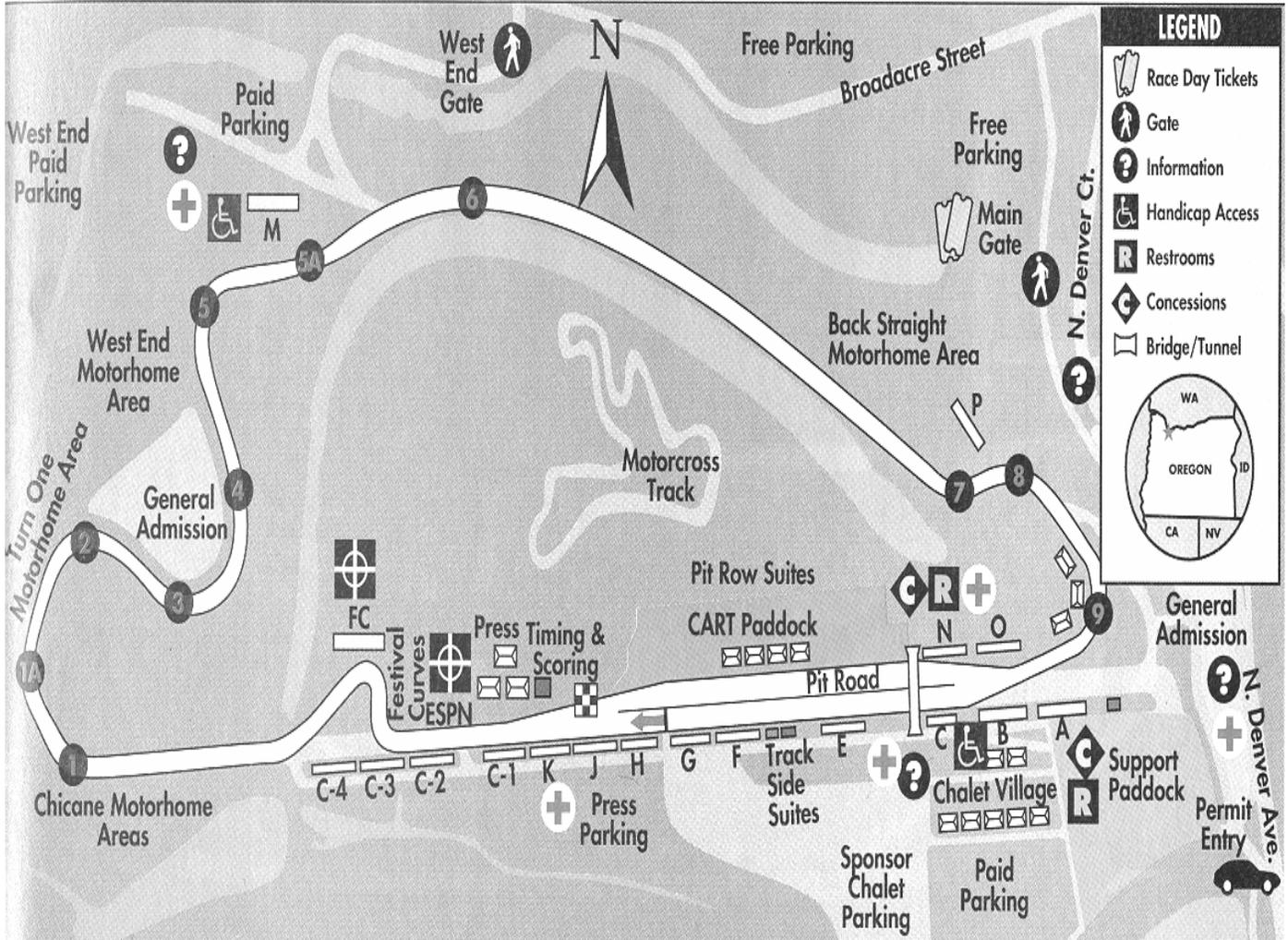
-Mark Viskov, Club Lotus NW

[Mark Viskov is organizer of the Club Lotus NW Track Day at PIR on Friday August 29. The event is open to Lotuses and all other cars meeting the tech inspection. Info from Mark at 503-641-7693.]

Over the years, the track layout has changed very little, the main addition is the chicane or "festival curves" three quarters of the way down the front straight. This was brought about by the Indycars concern with very high straight speeds going into turn one. So, the track has two configurations: one with festival corners and one with the full front straight.

The Vintage groups tend to use the chicane and, after first rejecting the idea, I have come to enjoy the added two turns, primarily because the gearing on my 1967 Lotus Cortina Mk 2 is not best suited for the otherwise long front straight. However, the layout used by most groups is full front straight, so, without further delay, let's do a hot lap of Portland International Raceway.

A lap starts when you cross start/finish, just past the pedestrian bridge. As you accelerate toward turn one, you will observe on your left braking markers numbered from 5 to 1 in hundreds of feet. At this point you should be fully to the left side of the track. All braking should be done with as you enter the right hand double apex of turn 1, careful not to apex early but waiting until the second FIA curb, at which point you drift out to the left side right to the edge. Hard on the brake (briefly) and set up for the right hand turn two. Turn two, like one, requires a late apex, at which point you'll exit and head for the right side of the short chute between 2-3 and set up for the left, slightly off camber, decreasing radius, turn 3. Again, a late apex is the fast line through 3. Exiting 3, you'll want to be tight to the left side as you follow another short chute between 3 and 4. Turn 4 is an off camber right turn. This turn is crucial to getting quickly through turns 5 and 6: a left hand-right hand kink that puts you out on the back straight. The back straight isn't a straight at all, but a sweeping right turn of about 3/8 mile in length. Hugging the right side wall here will shorten the



distance and improve lap times. Approaching turn 7 you are far right, brake hard and turn left, running over the FIA curbing and immediately drifting to the right for the right hand kink known as turn 8. Clip the FIA curb at 8, then drift out left and use all the road, including the entrance road approach to the pits. Look around turn 9 and pick out the late apex of this most important right hand turn. At PIR, front straight speed is directly a function of how fast you can exit turn 9. Drift towards the exit of 9, letting the car unwind toward the wall and accelerate under the Goodyear bridge to the start/finish line.

In my 1967 Lotus Cortina, a good lap with no chicane is 1:28, with chicane it's more like 1:38, so the chicane will slow you by about 10 seconds. Of course, this depends on car and driver.

The surface of PIR is very good and the facility (it's a city park) is very well maintained. The track has virtually no elevation change and is generally easy on cars, but mind your brakes. It also doesn't hurt to have some extra ponies to go with those brakes.

From the Club Lotus NW web site: [www.screenzone.com/clnw](http://www.screenzone.com/clnw)

<b>Evergreen Lotus Car Club FYI and COA</b>	
<b>Chairman:</b>	Randall Fehr, 206-782-8951
<b>Membership:</b>	Alice Larson, 206-463-2816
<b>Treasurer:</b>	Craig Shuck, 206-788-1900
<b>Newsletter Editor:</b>	Jim Taylor, 206-232-2237
<b>WebMaster:</b>	Mark Clear, 206-803-5340
<b>Membership</b> in the ELCC is \$20/year and is prorated in three month increments. This includes nine issues per year and a club roster.	
<b>Mailing Address</b> for all ELCC correspondence is: Evergreen Lotus Car Club P.O. Box 40481 Bellevue, WA. 98015-4481, USA	
<b>ELCC WebSite</b>	<a href="http://www.fastcorner.com/lotus">http://www.fastcorner.com/lotus</a>

**EVERGREEN LOTUS CAR CLUB**  
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