

LOTUS LINES



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

JUNE 1998



Mark Greene of Griot's Garage demos products while ELCC treasurer munches massive pastry

Griot's Garage Car Care and Detailing Session

-Steve Shipley

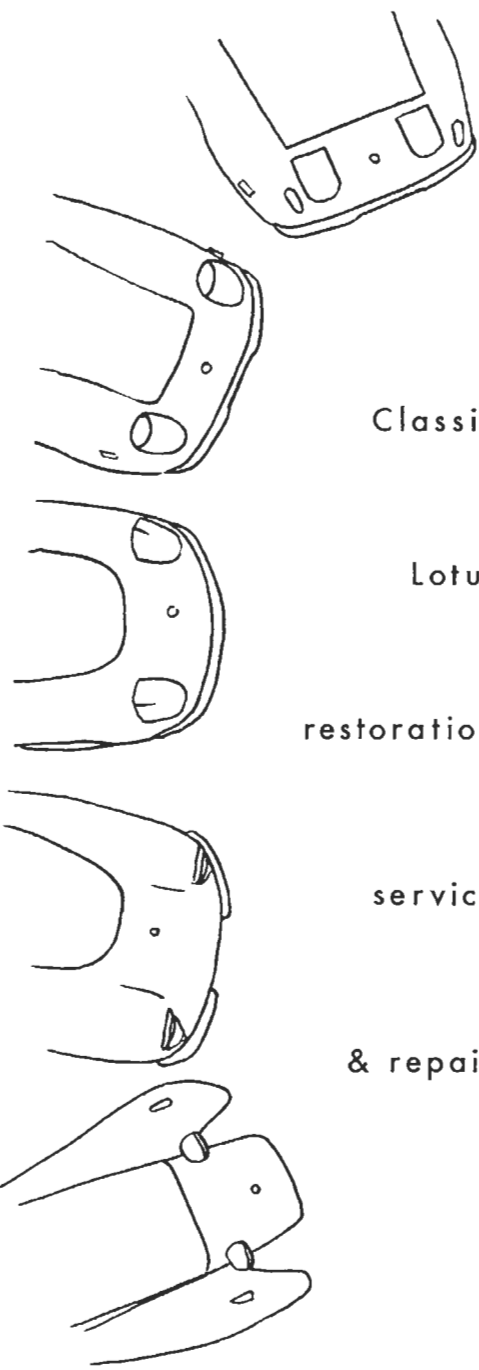
Griot's Garage welcomed ELCC members and provided us an excellent seminar on the use of Griot's product line. Griot's is a mail order catalog which provides products to enhance the experience of keeping an automobile's appearance immaculate. They are promoting the idea that time spent in your garage caring for your automobile should be fun and relaxing. These folks keep their cars in concours condition. The business reflects this mindset, every product is selected to be the best possible product they can deliver.

We were welcomed by Mark Greene, Jason Mathews, Thomas Hagger, and Claudia Gray. I was able to learn some of the details of running a catalog sales business which I was

asked to keep confidential as this is a very competitive business. What I am able to reveal is that Griot's prints and distributes a lot of catalogs. So many that the price of paper pulp has an impact on the business. The business originated in San Diego and moved to Washington primarily for a more favorable tax situation. An unanticipated benefit was the quality of the workforce they found when they set up shop. There has been some culture shock, however. Mark Greene washes his car every week, rain or shine, and admits that it's tough to put an immaculate car on the wet roads here.

Griot's mixes and bottles it's own products and is constantly working to improve the experience for their customer. Mark described the basic formulation of Griot's waxes. Both Best of Show and Carnuba wax use the same high grade, food quality waxes. The Carnuba paste wax is

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composed of wax, binders, and carriers. This product demands that the paint be in optimal condition, it has none of the additives that are used to hide less than perfect paint. Best of Show adds glazes and fillers to enhance the finish. The wax holds the petroleum based glazes and fillers to the paint.

Although Griot's recommends a six step process to detail your car, the seminar emphasized the cleaning and polishing steps.

For the best shine, Griot's recommends using paint cleaning clay and then machine polishing with an orbital buffer using foam buffs. They don't recommend using a straight buffer with wool buffs because it is too easy to buff through your paint. These are best left to experienced professionals.

After washing and drying the car, clay is used to pick up surface contaminants. The clay is used with a product called Speed Shine that allows the clay to glide over the surface of the paint picking up contaminants. When the clay glides smoothly over the paint, it is clean. Then the orbital buffer is used with the machine polishes. If your paint is in good condition you can use the finest grade. There are two other grades to deal with paint problems. They showed how to judge the condition of the paint and when to move to the finer grades of polishes. They emphasized that small areas should be worked at one time to ensure a quality job. When waxing, it is important not to overwax as this causes hazing and streaking. You should spritz with water or Speed Shine to pick up excess wax or clay.



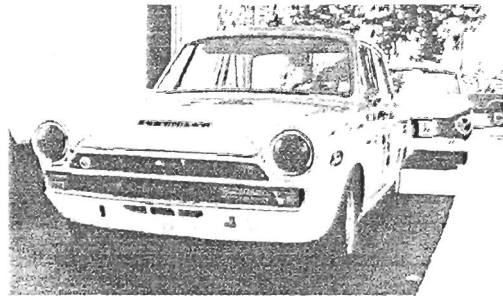
In addition to the demonstration, there were three cars on display. Mark Greene had his 1966 Mustang Gt350 and Richard Griot had a two 1960 Lotus, a formula junior (18?) and an Elite. Both of the Lotus were immaculate, the formula car hasn't seen the track since its restoration. An interesting situation which is in character for Griot's. Since they are seeking perfection, their products are not cheap, because they want the best. And since they are keeping their cars immaculate, they do not subject them



the kind of use that defeats the ability of their car care products to keep their cars near perfection.

A great session, well attended with enthusiasts from Bellingham to San Francisco attending. We all left with parting gifts of wax and some almost perfect Lotus plaques which Griot's will not sell because the edge had a tiny nick!

I bought the clay and Speed Shine and tried this product on my daily driver. It picked up a bunch of crud off the black paint and the Best of Show made the car look great. I haven't washed the car in a month and it is holding up well



Vintage Races at SIR after Griot's. A full weekend!

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.



1966 Elan S-2 at ABFM Vancouver, B.C.

-David and Virginia Caley

Since the weather reports were for heavy rain all weekend, we trailered the Elan to the Abercorn Inn in Richmond on Friday. The parking lot was full of Jags, MGs, Rileys, Sunbeam-Talbots, etc. Kind of small lot but big inn with lots of rooms and decor of Scotland. Very much in the British mood. Good bar and restaurant. Not much room to park and unload the Elan.

Friday evening party was typical - pick up packets, buffet, no host bar, loud PA system, and lots of "car" conversation by people wearing clothes indicating their marque of choice.

Saturday broke clear and sunny, with a short drive to VanDusen Gardens. Show credentials and drive into, through the gardens to the site for Lotus, Open. We are early, there is a beautifully restored white 1975 Elite and Guigiaro Esprit already there in Lotus, Closed. We begin a line for the only three open cars, all Elan. Two nice red S-3 Dropheads. More showed up: 2 Europa, an S-2 (BRG) and a Twin-Cam (white); older non-turbo Esprit and

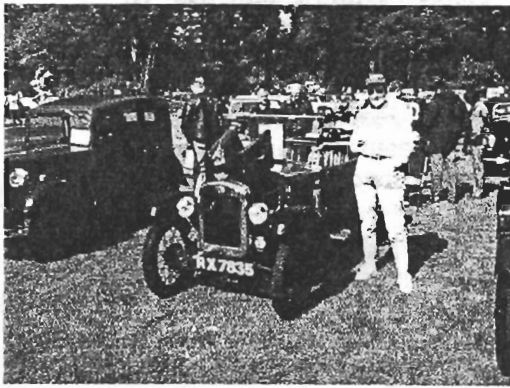
another Elite. Small group, mostly with "Collector Plates" Insurance and plates are one purchase (about \$1300 vs. \$300 for Collector Plates) Collector Plate requires "Randall Fehr" to inspect the car for authenticity. One Elan could not come because he had a non-period radio in the dash (it played tapes! Shame!).

Gee you should see the other marques, Morgans, Morgans, Morgans all colors red, yellow, white, green, bronze, grey, on and on, row after row. Two Jowett Jupiters (bring back strong memories of putting a Chev V8 in one in Indiana in 1958).

Incredible Jags. A pair of XK120 roadsters and coupes, just restored and virgin entries. Gads even the tools in trunk were "restored". Have you ever seen "sand cast SU carbs before?

Virginia fell in love with the Austin 7 "Chummy", so called because you had to be chummy with your fellow passengers. Trivia question: What is the relationship between the Austin 7 and the Lotus Seven? David's choice for "Car to take home" 1956 Sunbeam-Talbot Alpine convertible (see

(Continued on page 5)



(Continued from page 4)
movie "To Catch a Thief").

Our Elan won second place out of the three "Open Lotus" category in which only three Elans were there. Many people recognized us and expressed the desire that we bring the Seven.

Nice lunch at "Sprinklers" restaurant on site and walk through the incredible gardens. See last Wednesday (May 27) Seattle Times Travel Northwest section devoted to VanDusen Gardens.

More ELCC members need to plan to take their cars here next May, if only the club would not have meetings at Griot's the same weekend!

LOG 18 Transportation

-Dave Billings

Could LOG 18 be any further away from the Pacific Northwest? Well, "Yes", if it were in the Florida Keys! For ELCC members, getting a car to Atlanta presents quite a challenge. Yet every one of us would rather be there in our Lotus if we could, representing our club and having a ball driving it, showing it off and generally participating in all the events that LOG 18 has to offer.

But how do you get your beloved piece of Lotus history to Atlanta? Drive it? Uh, yeah, I guess you could. What if you have a trailer? Can you

afford the two weeks to tow it? Maybe. For most, however, the better option is to have it professionally transported to and from the event. Toward that end, a great deal of investigation has been done, trying to secure the safest, most convenient and economical option available.

While negotiations are still ongoing, what is clear is that we need to know how many ELCC members would consider this option. Now hold on to your checkbooks, because the price tag looks to be between \$1,500 - \$2,500 (USD) round-trip. But before you faint, consider these creative financing options:

- 1) "Rent" your car (or just the passenger seat) to another member for part of the weekend - while subsidizing your costs, this allows club members without Lotus wheels to be more involved in LOG 18 than if they were just a spectator all weekend;
- 2) "Courier" something to Atlanta in your boot - find someone moving to Atlanta that needs extra boxes moved, or a business that needs to get supplies from here to there. Just make sure you are "couriering", and not "smuggling";
- 3) Sell your Lotus to another ELCC member while you are at LOG 18 - make the buyer pay for the return leg of the trip. Besides, Lotus fever will be in full swing, and buyers will be plentiful and not thinking very clearly, if you know what I mean.

OK, I was probably only serious about the first option. But my point is that there are several ways to make this happen. Be creative, have fun at LOG and represent the ELCC. Take your car to LOG 18.

But to make this all possible, I need each interested member to call me, so that I can get a headcount. Even if you are only casually interested, contact me and I will be happy to provide additional details and answer any questions to assist you. I can be reached at: 425-957-8663 or dbilling@spry.com.



By Mark Clear

This year's Long Beach trip (a.k.a. Ocean Shores according to Mr. Shipley) on May 2-3 was another success. Lotus cars this year were provided by Mark Clear in his '90 Esprit and Jess & Eddie Marker driving their '91 Elan. Others in attendance this year were John & Nikki Daniels, Jim Taylor, Nancy McCranney, and Bob Cross. Thanks again to Nikki and John for coordinating the group accommodations.

The trip started with breakfast at Denny's in Fife where everybody was fashionably late in arriving. Bob Wells and his Europa also joined to see us off. The weather mostly cooperated with a little rain in Fife at the start of the trip.

Mark Clear provided this year's entertainment when his Esprit failed to restart after arriving at the Hotel. Everybody had already left to get lunch in town before Mark and Nancy McCranney figured out the car wouldn't start. After 1 hour of kicking the tires, and poking under the bonnet, Mark and Nancy give up and walk the mile or so back into town. After finding the others devouring their lunch, they were subject to ridicule and disbelief as to the 'real' reason they were late. Drooling at an opportunity to fix a car, "The Boys" put their heads together, said a few choice words from the unofficial Lotus dictionary, and eventually discovered a starter solenoid wire had shaken itself loose and rendered the car unable to start. With the connector back in place the car ran healthy again for the remainder of the trip, except for the two quarts of oil that leaked through the cam seals on the way to and from.

Activities of course included a great dinner with

conversation at the Lighthouse restaurant, kite flying on the boardwalk, parade watching on Sunday, and paying the annual sidewalk toll to the Shriner's raffle. One day someone is going to win that Jeep. Believe it or not, go-cart racing was actually skipped this year! We got side tracked and totally forgot. Maybe again next year?



June ELCC Rally
June 27, 1998

It's time again for the annual ELCC summer Rally! If you recall last year's rally, we had a wonderful tour of the back roads on Bainbridge Island before ending it with a visit to the home of David and Virginia Caley. This year's rally will be hosted at the home of Bob Cross and Gayle Hart. We will start at the Family Pancake House in Redmond and make our way north through the foot hills of the cascades to Bob's new home in Arlington. A BBQ picnic lunch will be served to all those who make it or find their way.

When: Saturday, June 27th at 11:00am
Where: Family Pancake House in Redmond
Take I-5 or I-405 to 520.
Follow 520 East to Redmond
Take the Fall City exit
At the light turn Right onto Hwy 2
The restaurant will be ½ block on the Right.
End: Bob Cross & Gayle Hart
14729 Forty-Five Rd.
Arlington, WA
(360) 652-9260
Contact: Mark Clear
(425) 868-4794

Let me know if you have any questions. Instructions will be handed out in the morning at the starting location. Cars will be released every five minutes starting at 11am, so plan on being on time. It will be about a 3 hour drive to Bob Cross's new house where we will have an afternoon BBQ. We hope to have a lot of cars this year to enjoy the drive.

50 Year Anniversary at Brands Hatch

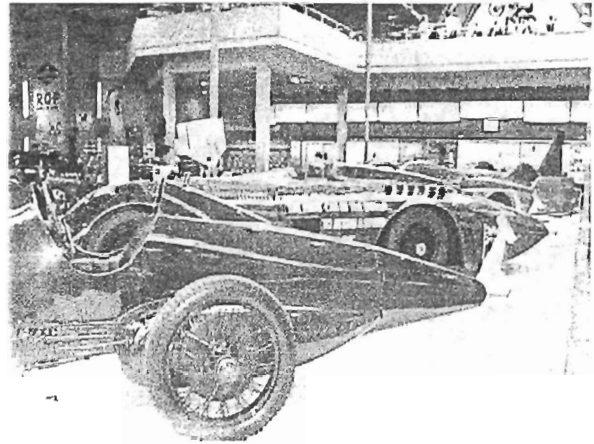
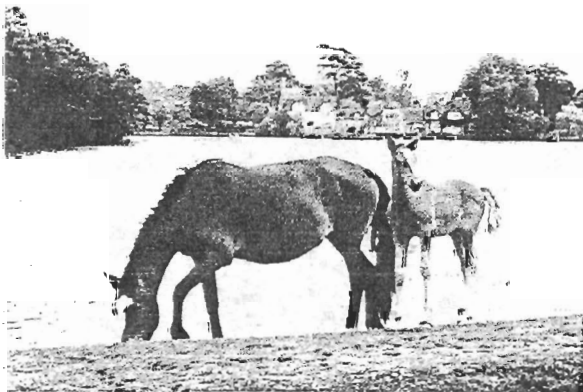
-Steve Shipley

I was contemplating which events I'd be attending to commemorate the 50th Anniversary of Lotus when Bob Wells mentioned an attractive airfare. I thought about it for a couple of days and then ordered the ticket. It turned out to be an excellent decision. Bob was gracious enough to allow me to tag along and put together an excellent trip.

We packed a lot into 4 days. We had previously decided to visit the National Motor Museum at Beaulieu so after landing at Gatwick and picking up the rental car we headed for the New Forest. Bob had arranged all the accommodations and I was pretty pleased with the first night's selection.

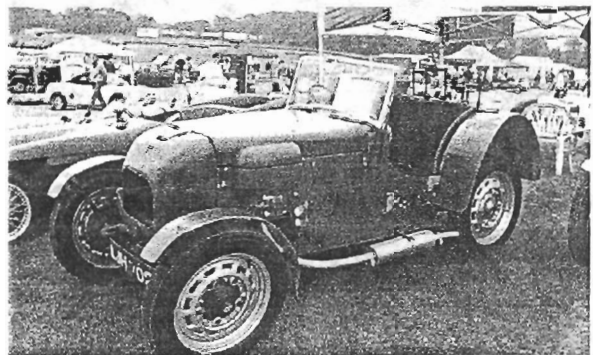


On Friday morning we headed for the museum. They allow horses to move freely in the New Forest, bringing them in occasionally for veterinary examinations so a scene like this is not unusual.



Land Speed Record Cars. 1920 Sunbeam (150.87 mph), 1927 Sunbeam (203.70 mph), 1929 Golden Arrow (231.44 mph), and the 1961 Bluebird (403.1 mph)

On Saturday it's off to Brands Hatch. We spent the day shopping the various vendors and walking through the paddock getting pictures of the cars.



The Lotus MarkII, an Austin Seven special built by Colin Chapman in 1949. Twenty-one victories in 1950.



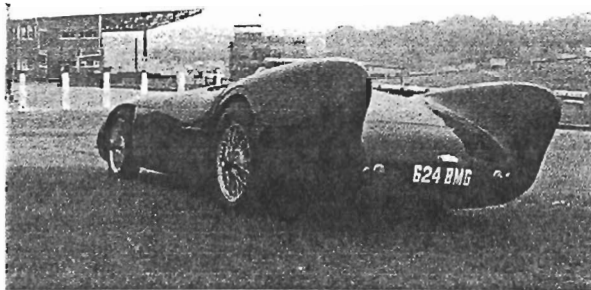
1951 - Lotus MarkIII designed by Chapman and constructed with Michael and Nigel Allen. Driven by all three with 14 1st and 13 2nd in 32 entries.



Elite, MarkVI, Eleven, and Seven Series 1



A bright orange GT3. Driver lost it on Paddock Hill bend during the very first track session. The marshalls made sure everyone knew about it because the sessions were delayed by 2 hours whilst they repaired the armco and replaced the tyres.



1954 Lotus Mark VIII. Chapman chassis, Costin aerodynamics, Williams and Pritchard body.

The car suffered rear offside damage, broken lights and rear valence. I heard the driver (a Lotus salesman I think) on the phone saying 'tell Hethel I've cracked the GT3'.

-Adam Buckley

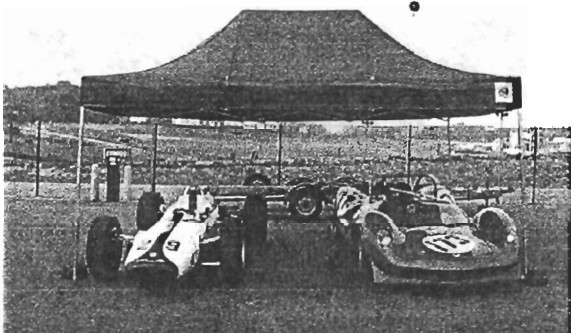


The Lotus XV. An ELCC member drove this model at LeMans in 1958



Sorry, no notes on this one.

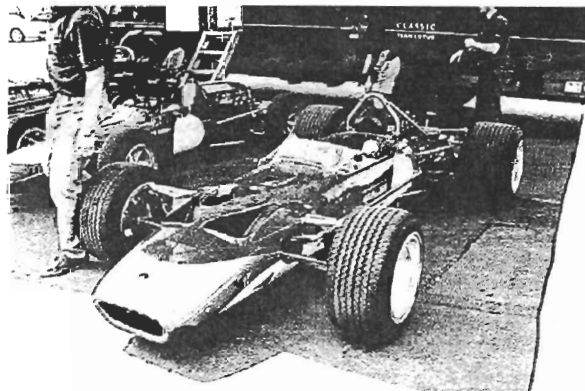
Saturday was dedicated to practice. One "enthusiast" was the talk of the track as they spun their Esprit in the first practice session. They were considerate enough to leave the slightly wrecked car on display to everyone could witness the misfortune.



Lotus 29 Indianapolis Car wrecked by Gurney in practice. Lotus40. (A Lotus 30 with 10 more mistakes.)



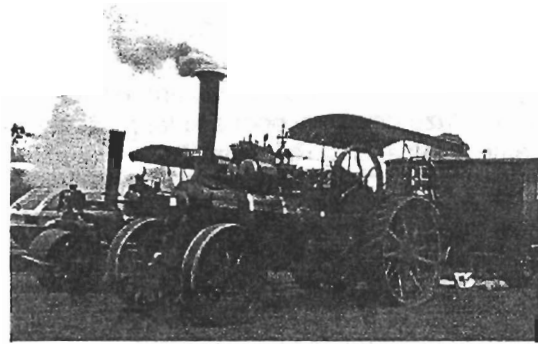
Lotus 32B Tasman Cup Car. The Tasman races used an unusual 2.5-litre formula, designed in the early '60s to make use of the Coventry Climax FPF. Clark won 5 of 8 races in 1965.



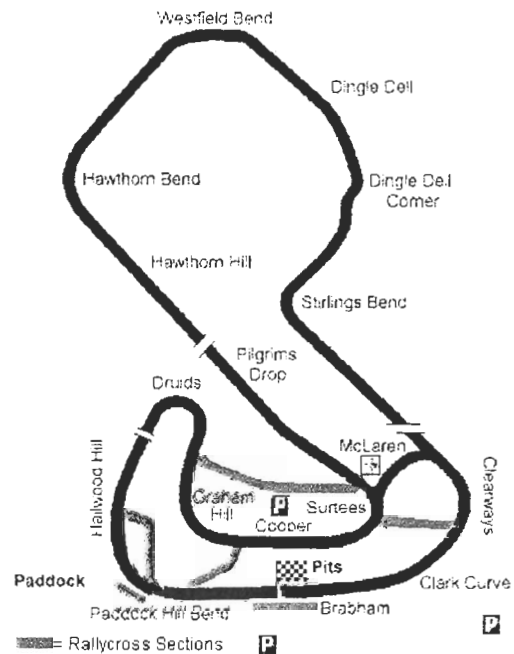
Classic Team Lotus Type 49



Lotus Type 79 This model was the car that Mario Andretti won the Formula 1 championship in 1978



Sunday morning was race day at Brands but we skipped the practice to see the Wrotham Classic Rally. The steam traction engines were attention grabbers but there were a large number of commercials, motorcycles, and automobiles



There were seven races scheduled and the weather looked threatening. The first race was for the Caterhams and that race was held in a torrential rain. The cars were slipping and sliding but there were no serious shunts. As the day progressed the weather improved and by the time the F1/F5000 race occurred, the track was dry and we were able to witness a Lotus72 and a 49 swap the lead back and forth while the rest of the cars were running in a separate pack.

I've told only a tiny part of the weekend's story but it was a rich experience in the number of cars and people we were able to meet.

1998 Track event schedule:

July 23rd Thursday: Corvette Marque Club School Daze driving school and lapping day, Seattle International Raceway, \$60.

July 26th Sunday: BMW ACA Lapping Day at Seattle International Raceway

August 8th Saturday: NWARC Driver Training at Seattle International Raceway

September 18th Friday: NWARC Driver Training at Bremerton Raceway

September 4th Friday: Club Lotus Northwest Track Playday at Portland International Raceway

October 31st Saturday: BMW ACA High Performance Drivers' School at Bremerton Raceway

November 14-15th Sunday: NWARC Driver Training at Bremerton Raceway

BMW ACA events info: contact Jacqueline Kahn at 206-481-9571

Corvette Marque Club event info: contact John Bell at 360-653-1247

NWARC events info: contact Pete Bristow at 253-661-3580

SAAC event info: contact David Sklover at 425-482-0848 evenings before 9pm, or v-davsk@microsoft.com

Club Lotus Northwest event info: contact Karl Schick at 503-650-4735

General information regarding track events: contact Randall Fehr at 206-782-8951

Special Notice!

We have 20 spots available in the Car Corral for the SOVERN vintage races July 4-5. Leave message on my voice mail @ (206)684-5033 to reserve @ \$5 to get your name on the *ELCC ELITE LIST* to ensure your reserved parking and lap of SIR. If there are any remaining spaces day of races they will be available on a first Lotus arrives first Lotus served basis.

Remember, it's for the Children...

1998 Events Calendar

June -

7th NWARC, Sunday Driver's Training at SIR

25 Thursday Track Day Washington State Shelby American Auto Club.

27th ELCC Meeting / Event, place and time TBA

21st SCCA SOLO II, Regional #4, Kent

July -

3rd, 4th, and 5th

SIR SOVREN NW Historics

11th and 12th

Zupan Vintage Races at PIR

17th, 18th, and 19th

Western Washington ABFM at Marymoor Park in Redmond

18th ELCC Meeting / Event at the Western Washington ABFM

August -

8th and 9th

ELCC Meeting / Event, place and time

TBA

8th NWARC, Saturday Driver's Training at SIR

Aug 18 Friday: "Pacific Grove Concours Auto Rally" car parade through Pebble Beach on the Monterey Vintage Race weekend, \$35. Info 408-375-7273.

23rd SCCA SOLO II, Regional #5, Kent

September -

4th, 5th, and 6th Portland ABFM at PIR

6th SCCA SOLO II, Regional #6, Bremerton

18th NWARC, Friday Driver's Training at Bremerton

19th and 20th

SIR SOVREN Fall Finale

26th ELCC Meeting / Event, place and time TBA

25th thru 28th LOG 18 in Atlanta Georgia

October -

4th SCCA SOLO II, Regional #7, Kent

18th SCCA SOLO II, Regional #8, Kent

24th ELCC Meeting / Event, place and time

TBA

18th NWARC, Friday Driver's Training at Bremerton
 19th and 20th SIR SOVREN Fall Finale
 26th ELCC Meeting / Event, place and time TBA
 25th thru 28th LOG 18 in Atlanta Georgia

October -
 4th **SCCA SOLO II, Regional #7, Kent**
 18th **SCCA SOLO II, Regional #8, Kent**
 24th ELCC Meeting / Event, place and time TBA

November -
 14th ELCC Meeting / Event, place and time TBA
 14th and 15th **NWARC, Driver's Training Weekend at Bremerton**

December -
 5th ELCC Meeting / Event, place and time TBA

Membership Request

-Jim Taylor

Just a couple of quick items concerning membership information. One, if you have not yet received a 1998 roster, please let me know and I'll get one in the mail to you. Second, I've found that over half of the members have an email address. We'll be using email to alert you to any changes in the event schedule or questions that we may have involving the club. You won't be inundated with messages, just an occasional one when club related news breaks and there isn't enough time to get a newsletter to you to let you know the latest. We'll still use a postcard for short notification of changes, but emailing is quicker. If your email address in the roster is incorrect or you've not given the club one, please let me know so I can include it in our club email list. You can email me at: jimtaylor@seanet.com with any updates or questions. Thanks!

Homer Simpson Drinking Song

DO.....the stuff that buys me beer...
 RAY...the guy who sells me beer...
 ME.....the guy who drinks the beer...
 FAR...a long way to my beer...
 SO.....I'll have another beer...
 LA.....I'll have another beer...
 TEA....no thanks, I'm drinking beer...
 That brings us back to

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.

FOR SALE - WANTED - ETC

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 (Steve Shipley, 206-932-4123) a call and I'll be happy to put it in again. Thanks.

FOR SALE: 1963 Lotus Super Seven, Series 2, 1500 Cosworth eng., dual Weber 40mm DCOE'S, Aeroquipped lines, 5 Minilite wheels, Spax adjustable shocks, roll bar, full weather equipment, Brooklands windshield, BRG/yellow nose/red interior, original paperwork, registration and manuals, 12,163 original miles, restored 1996/97, no expense spared!, second owner, video available.
 26,500.00 (U.S.), partial trades considered
 Gord Leech, Winnipeg, Canada ph. (204) 256-3016

FOR SALE: 1976 Elite, Dual Weber carburetors. 5-speed transmission.Recent Engine & Trans overhaul. Factory shop manual and some parts.asking \$7500 obo. call Dale Cook 425-643-3556

Evergreen Lotus Car Club FYI and COA		
Chairman:	Mike Galos	425-881-7398
Membership:	Jim Taylor	206-232-2237
Treasurer:	Craig Shuck	425-788-1900
Newsletter Editor:	Steve Shipley	206-932-4123
WebMaster:	Mark Clear	425-803-5340
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		
ELCC WebSite	http://www.fastcorner.com/lotus	

EVERGREEN LOTUS CAR CLUB

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