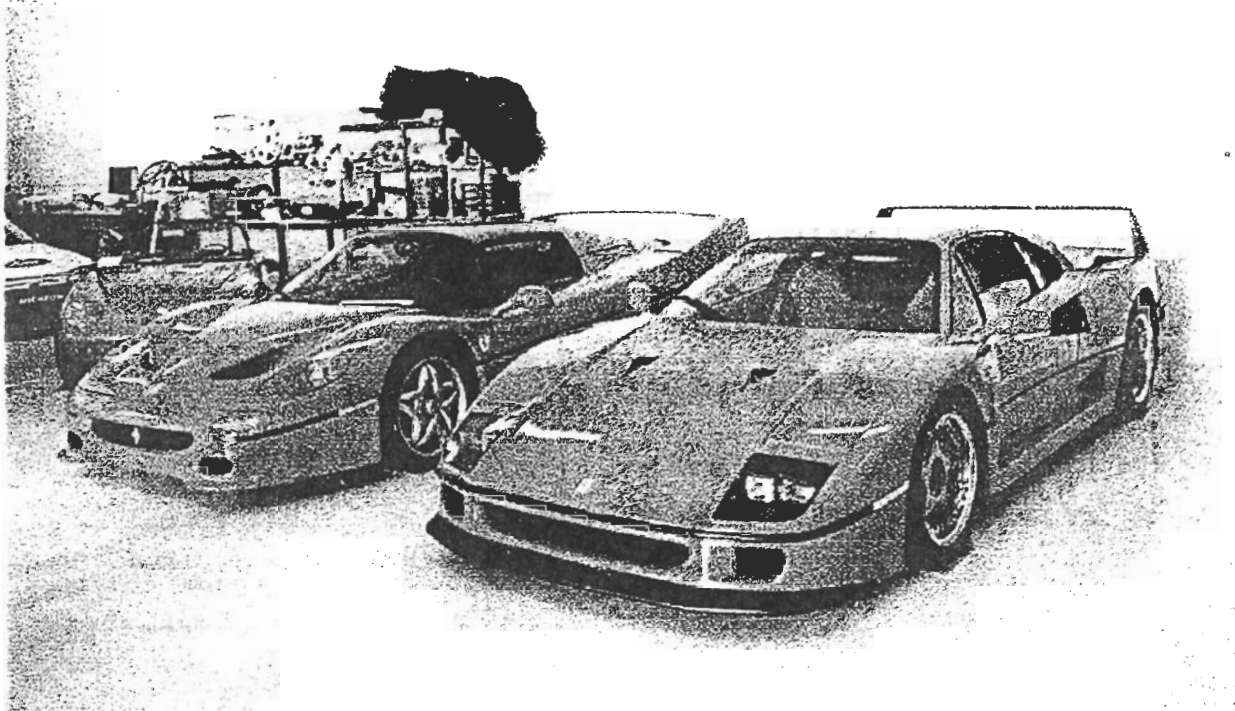


LOTUS LINES



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

MAY 1998



These three fine automobiles are all red, but only one is a Lotus.

The Day I Saw Red

-Steve Shipley

It was Sunday morning and I had just delivered Vicki to a friend's condominium as they planned a day of shopping. On my way home I drove past Gran Prix Motors and noticed a plain white semi truck and as I passed I glanced into the rear view mirror and saw red. Uh oh, that deserved further investigation. I circled the block and cruised past a second time to see a new Ferrari F40 being rolled out onto East Union Street. By the time I turned around, the driver's seat was occupied. I stopped to see if the car was going to be started but the car didn't move. I decided I wouldn't wait and pulled away from the curb. The occupant of the driver's side smiled as I drove past. I thought it was Bill Gates

Then the new ELCC roster is published and a new member has a X180R. This is one of the

twenty specially modified Esprits that were built to emulate the race cars that were enjoying some success in competition in the SCCA Escort World Challenge. And look what else is there, a Turbo Porsche and multiple Ferraris. It wasn't Bill Gates I had seen that morning, it was Greg Whitten.

So from time to time, I'd get to see another car. Greg brought the F40 to a tech session at Randall Fehr Restorations. One year it was the Ford GT40 at ABFM, another year it was the Elan 26R. At Pete Lovely's I saw the 1964 Ferrari 250 LM that placed second at Pebble Beach. I saw the Ferrari F50 at the vintage races at SIR

And on April 18th, I finally got to see what Greg has been up to for the past few years. Everywhere you look, there's something red.

Greg's story and more red cars are inside...

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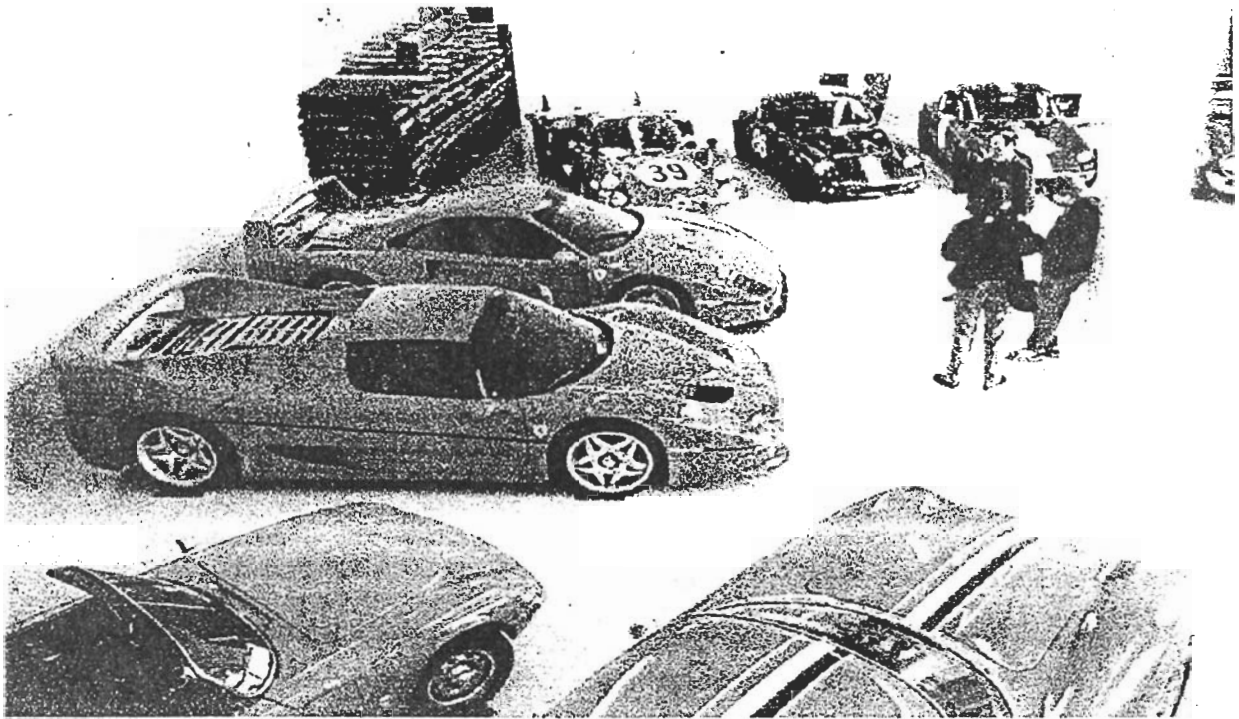
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Ferrari, Lotus, Ferrari, Ferrari, Alfa-Romeo, Lotus, Lotus, Ferrari. Many are red, two are blue.

Cars and Computers

- A Short Personal History by Greg Whitten

Maybe my fascination with cars started when my parents got their first real car - a 1956 Chrysler New Yorker with the 392 Hemi which they followed up with 2 more big block New Yorkers. The 1963 New Yorker had the 395 H.P. package option for the 413 cu. in. wedge. Or maybe it all started more than 30 years ago with HO slot car racing where my favorite cars were my Ford GT40 and Ferrari 250 GTO. Life was simple then, big block MOPARs or '60s sports racing cars.

Not too long after that in junior high school I decided that I wanted to be either a mathematician or race car driver. In high school I started programming small computers and racing 1:24th scale slot cars with my own chassis designs and hand wound motors. My parents finally bought a TV when I was in high school so I was further corrupted by racing on ABC's Wide World of Sports and Emma Peel wearing cat suits driving her Lotus Elan.

About the same time, college was the best way NOT to get to see the world (esp. southeast Asia). I started studying mathematics and paid my way through 8 years of college by a large variety of programming jobs - mostly paying a whole \$2/hr. Studying mathematics was considerably cheaper than any form of racing, so I stayed with the math and settled for driving a 1969

Dodge Dart GT with the 318 V-8. (I couldn't afford the '70 Barracuda 340 convertible sitting next to it on the used car lot - that was 500 hours of additional work. A Hemi was just in my dreams.)

I had a tough choice along the way - a new Datsun 240Z or graduate school. I ended up with a Ph.D. in Applied Mathematics from Harvard. I was perfectly trained to be a college professor, but I had a basic problem by that point in time. I did not like teaching plus I had

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Evergreen Lotus Car Club FYI and COA

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Questions? Please contact the Editor.

(Continued from page 3)

already decided that personal computing was the future. So, I put most of my mathematics knowledge aside and got a software job working for one of the companies that I consulted for. Now that I was making some real money, I put my deposit down on the first 1979 Mazda RX-7. After experiencing the finesse of sports cars, the big block experience seemed to fade away -- life is a little more than just a drag strip plus I liked driving.

In 1979 I came to Seattle to work for Microsoft as Director of New Products and a Chief Software Architect. After Microsoft went public, I bought a used 1979 Porsche 911 SC (Ruth's favorite car at that time) to see if I would like a real sports car. The next year I upgraded to a new practical 1987 Porsche 928S4 after test driving Porsche Turbo cabriolet and Ferrari 328 GTS (the most fun to drive of the three). The 928 was a bad choice - it self-emolated two years later from a hydraulic line failure. The aluminum front fenders burnt completely off. 1989 was the real rebirth of sports cars. Some very interesting cars were just starting to be produced in Europe so I had to wait 2 years to replace the 928. I had deposits down on a '91 Porsche C2 Turbo, a Ferrari 348TS, and the '91 Lotus X180R. Before these cars came to the U.S., a friend let me drive his Porsche 959 and Ferrari 288 GTO and F40. After driving the F40 it became clear that all the rest of the cars are just toys - primarily suitable for daily driving. I had to have an F40. My F40 was actually my first Ferrari, the 348TS came in a few months later. The F40 was so quick that it used to take me about 3 days to adjust to the difference in quickness between it and the other sports cars. One time I took the F40 out to the autocross at Bremerton airport. I got the chance to air it out on the runway afterwards - I stopped at 172 mph - redline in 4th gear. During this period at Microsoft, I was Chief Architect of Langauges, started the Windows project, designed parts of OS/2, was Chief Architect of Applications, and started Microsoft's object-oriented software efforts with OLE and COM (now Active X and DCOM).

In 1991 I started going to the vintage races to watch the older cars. Lovely's TR59 and the GT40s must have reawoken those childhood dreams of racing the sports cars of that era. My



Yep, it's red

40th birthday went from bad to worse. It started with the '67 Ferrari 275GTB/4. I discovered that buying old cars was not much more difficult than buying new cars. The GT40 happened next and then the 250LM (Ruth's favorite car at the time - knowledge is a dangerous thing or maybe the moral of the lesson is to educate wives about cars).

In 1993 I started to think about vintage racing in more detail. I decided on either a Lotus 26R or an Alfa Romeo GTA as my first race car. I finally found a 26R that was good enough to buy and have been racing that car since 1995. I liked it so much that I bought the second 26R plus the Series 2 Elan convertible. I got the Alfa Romeo Tip 33/2 to go racing in the sports racing classes in vintage and the '57 Ferrari 250 GT Tour de France to go vintage touring.



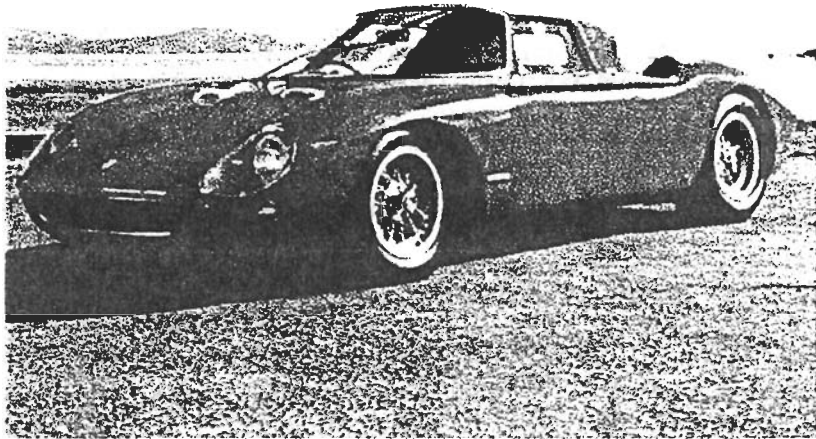
Two Blue 26Rs

I really enjoy vintage racing and running the Lotus 26R at race tracks all over the U.S. I am already thinking about spending a summer vintage racing in Europe within the next couple of years. I may need an older car for that like a Lotus 11 which are very popular over there.

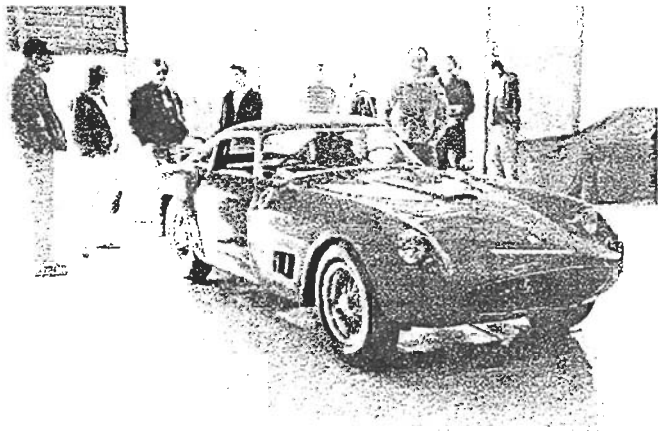
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Three of the cars have some significant race history.

1964 Ferrari 250LM - 1st overall
1964 12 Hours of Reims
(France), 1st overall 1964 9
Hours at Kyalami (South Africa),
raced at Monza, Daytona,
Angola, and others. Driven by
Graham Hill, Joachim Bonnier,
David Piper, Tony Maggs, Ray
Salvadori, Denis Hulme, David
Hobbs. Originally raced by
Maranello Concessionaires
(Ferrari UK distributor). 13th of
32 cars produced.



1968 Alfa Romeo Tipo 33/2 Le Mans - 1st in 2L
class, 4th overall 1968 24 Hours of Le Mans. Driven
by Gunti and Galli. The chassis has 2 serial numbers
on it including 003 which may mean that it was also
the 1968 class winner at the 24 Hours at Daytona. It
was raced by Autodelta - Alfa's factory race team.



1957 Ferrari 250 GT Tour de France - 9th overall
1957 Mille Miglia (last Ferrari built to race in the
MM and highest privateer finish in a Ferrari), DNF
at the Tour de France.

The two Lotus 26Rs were raced in North America in the mid to late '60s. The 26R that I race held the outright track record at Mount Tremblant in Quebec for a year in 1964 to 1965 until broken by a Ferrari 275P. The other 26R was raced in the mid-West. They are 2 of 50 Series 1 26Rs built.

But there's more according to Ruth, " Greg also owns two different 911 turbo's which are his daily drivers here and in Santa Fe. The one in Santa Fe is the last year of the 911 Turbo line. The one here in Seattle is a successor model distinguished by its *red* brake calipers."

Nothing but 'Net

Lotus List Postings

by Scott Whitman and Clive Roberts.

Background by Steve Shipley

Yes, I'm an Internet junkie. And from time to time there are little pearls that show up. There has been some discussion about the handling of Front-Wheel drive vs. Rear Wheel drive and the conclusion (much to the surprise of the RWD advocates), is that the M100 Elan is a great handling car, nothing like that thing most of us use to commute in. This month's most interesting post deals with autocrossing the M100 Elan, as driven by ELCC member Scott Whitman, who describes his initial experience at autocross. He asks about his car understeering and guess who responds?

Clive Roberts is a chassis and suspension engineer who worked for Triumph Motor Company from 1971 to 1978, Caterham Cars from 1978 to 1985, Lotus from 1985 to 1997. He is currently working on projects for General Motors here in the US.

Scott Whitman

Well, this weekend, after two years of ownership, I finally got a chance to try to stretch my M100 to the limit. I went to an autocross novice school and the next day did some real autocrossing. The first day I improved alot but the next day, on a larger course, I messed up a bit. First time, I missed part of the course. I still don't know how to get a good feel for the course just by walking it since at speed things happen so much quicker. Second, on both days, both myself and my instructor ran into oversteer in the car. In my case, I actually had a bit of a spin out after braking in the turn. Of course as a novice I can understand that the driver needs lots of experience. However, the only other cars that seemed to do this were the corvettes and the vipers. Both of these are powerful rear drivers with lots of weight. I thought with front wheel drive this shouldn't happen, right? I'm not exactly sure what I'm oing but I think I'm trying to cut a turn and when I realize I'm going too quick, I apply the brakes. Will this happen (the oversteer) in any car?

For those of you who do have M100 autocross

experience, can you tell me if you had to do anything to the car to get it set up better? How about you as a driver - is this an easy car to drive (i.e. maybe I have to just get used to it)? I kept thinking this is a Lotus and it should handle well but perhaps my lack of experience is part (all?) of the problem.

Any words of wisdom would be appreciated. I did have lots of fun though!

Clive Roberts responds

I have no autocross experience, but did a lot of road and track miles in Elans during the course of their development. The declared intent was to make it a car that "90% of drivers can use 90% of its abilities for 90% of the time". It sounds a bit trite now, but I think it comes close - it's a very easy car to drive very fast, which may be why it was condemned as boring in some quarters - mainly by people who's definition of excitement was to spin a Miata while going 20 or 30 mph slower than the Elan. The Elan is very, very foolproof, if properly set up and using the correct tyres. (Sorry to be a broken record on this, but "your results may vary" for other tyres).

Let's get to the specifics:

The posting describing how load transfer works was partly right, in a general sort of way - but you can make an equally convincing argument that all the additional load going to the outside front tyre will overwhelm it and give you monumental understeer. The paradox is in the dynamics of what's going on through the chassis system, from the tyres up to the masses that comprise the car. Major factors here would include tyre characteristics and the way that the wheels change toe and camber as all the various loads are applied and removed. Most front-drive cars are designed and developed to resist most attempts to make them spin, through their tyres and suspension design (and mass distribution). The Elan wasn't designed to be a typical fwd car, so that tendency is reduced. Usually, it has capability to spare, if the driver has faith to call for it. (A car was crashed on the US Press launch, the driver admitting afterwards that he could have got round the corner, he just lost his nerve, didn't turn the steering and drove off into a rigid piece of Georgia without even leaving any rubber on the

(Continued on page 7)

road)

There are two combinations of braking and turning to consider:

1) Braking hard in a straight line, and starting a turn before releasing the brakes. (Trail braking, in some circles - friction circles ?). The Elan just LOVES to do this - unlike many cars, it won't bite you. It will step slightly sideways, lining you up tighter to the apex. Usually you don't even need to correct - the car just doesn't want to go into a big oversteer slide, it very precisely puts itself back into line when the source of the provocation is removed, and carries on with great composure. (Be warned that it is possible to overwhelm the Elan's good manners, if you insist on being a total gorilla).

2) The action I think you were describing - you're cornering hard, you brake, the car goes sideways. An impromptu survey we did at the time showed that most FWD cars would go into resolute, massive understeer in this situation. Some of the sporty ones, on the other hand, would snap viciously sideways, if you applied just the right (wrong) amount of braking. Perhaps surprisingly, it's worse if you brake gently. I think that's because you don't have any significant load transfer to "wash out" the front tyres, but you have some load reversals tweaking the bushes and steer angles, doing nasty things at the back of the car. With a lot of patient tuning of geometry and bush rates (yes, and tyres - that was for you, Martin !), the Elan became the best of the bunch.

My advice would be - if you're in the corner and going too fast, if you just brush the brakes you may provoke the oversteer, which is fine if you're prepared for it. Again, the car really doesn't want to spin completely, so this may be the best way to lose some excess speed and line up for the next section. On the other hand, if you need to lose some serious speed and have enough room, brake firmly - this is likely to make the car plough to the outside of the turn. Perhaps not very useful on an autocross course, but it could be valuable on a crisis on the road.

Probably the most important item of setup is to have the correct amount of bump steer. After that, having good alignment will obviously help. To avoid rear twitchiness, you need to remove any tension in the suspension - make sure that the wishbones are tightened with the car at its normal ride height, for example.

Overall, I would just say that the Elan has enormous abilities, and is always working on the side of the driver - usually, you only have to ask and the car will do its best to help you.

Race on a Track, Not on the Street

Lotus List Posting by Andy Huang

The sanest way to stop street racing is to enroll in a driving school on a race track. You will find out quickly how really to go fast and in so doing, learn how to go really fast. You will also learn that that Porsche you were racing is a) probably not going as fast as it could, and, b) probably not very well driven.

In 1980 I drove a Europa. The Europa was the fastest cornering car for maybe 5 years in R&T's testing.

One day, on my way to work, I had a clear shot at my favorite corner, a 270 degree uphill sweeper between two major highways. As usual, I hit it as fast as I could.

About 100 degrees into this turn, I happened to look in my rearview and see a car gaining on me. Not to be outdone, I pushed harder, with tires screaming all the way through the end.

However, I look back and find that I've been caught. Moreover, I've been caught by a Volvo. A 1970 Volvo. A 1970 Volvo Station Wagon.

Of course, I let him by, and as he waves, I realize that the driver was an instructor at my last driving school.

- After this I realized a lot of things. Racing on the street doesn't mean much.
- Most cars aren't being driven to their potential.
- Most drivers can't drive very well.
- Just 'cuz I beat a XXXX (Ferrari, Porsche, Yugo...) doesn't mean crap.

There are some very, very, good drivers out there. You'll never get them into a race. You might find them driving very fast, but they're not racing. If you happen to try to follow one such driver through the turns, you might just die.

UPCOMING ELCC EVENTS

Next Monthly Officers Meeting

The Pub - in Bellevue Square's Nordstrom Store

Monday, June 1st - 7:00pm

Every month the ELCC club officers meet to discuss issues, upcoming events, plan the newsletter, and enjoy a beer or two. This is an unscheduled event however all club members are welcome to stop by and join us for a little Lotus talk.

May ELCC Meeting/Event - Griot's Garage - Have fun in your garage!™

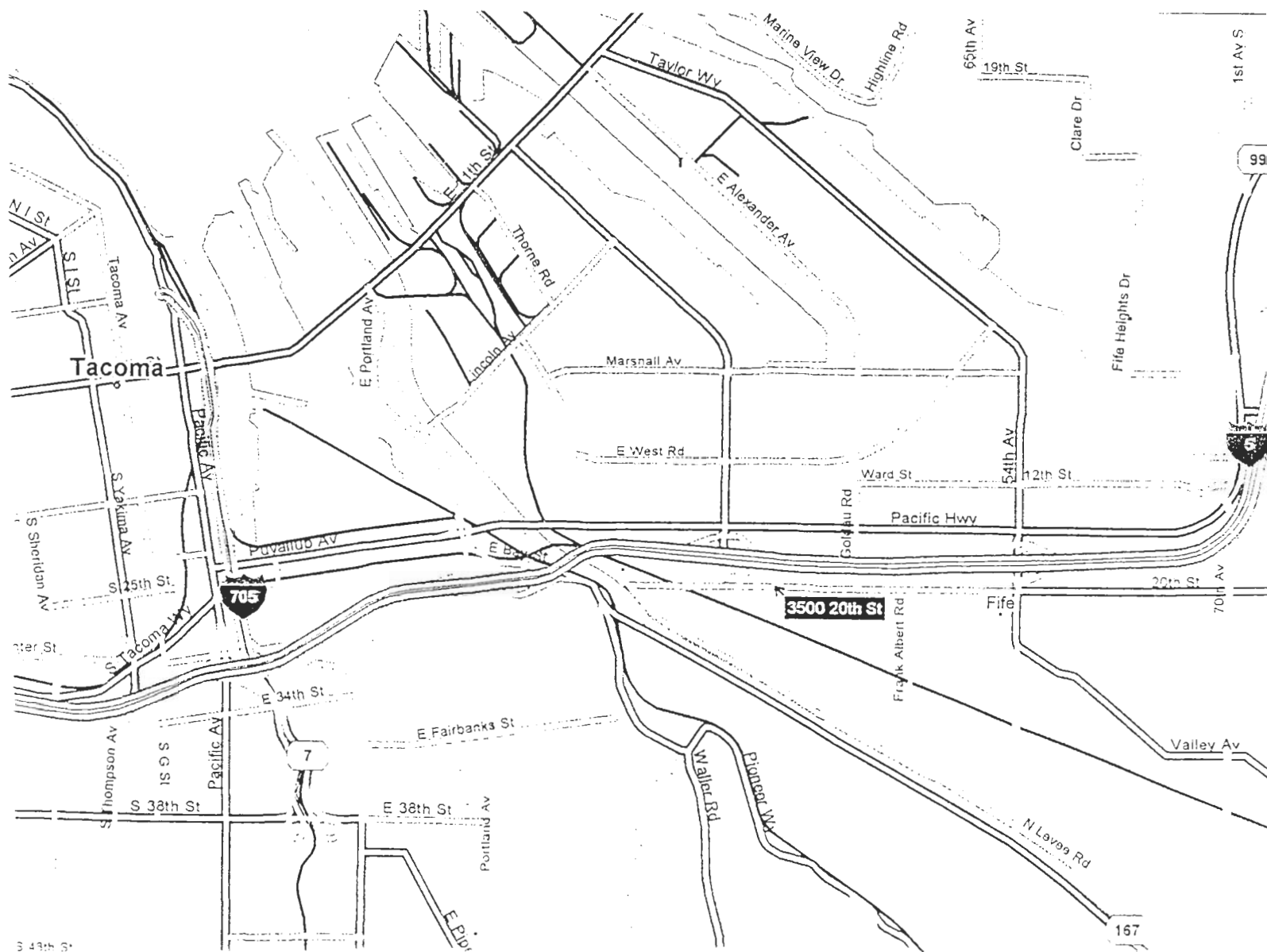
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Saturday, May 16th - 9:00am

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Griot's Garage will be hosting a car care and detailing session for club members to start off the good weather season. If you have a car needing a little "TLC" bring it along, Richard has buffed all the paint off his cars already.



1998 Track event schedule:

June 21st Sunday: BMW ACA Lapping Day at Seattle International Raceway

June 25th Thursday: SAAC Open Track, Seattle International Raceway, \$95

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

1998 Events Calendar

May -

2nd and 3rd ELCC Event, Tour to Longbeach

3rd SCCA SOLO II, Regional #2, Kent

16th ELCC Meeting / Event, Griot's Garage Fife Washington 9:00 am

16th and 17th SIR Spring Sprints

15th, 16th, and 17th

Vancouver ABFM at Van Dusen Gardens in British Columbia

24th SCCA SOLO II, Regional #3, Bremerton

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

November -

14th ELCC Meeting / Event, place and time TBA

14th and 15th

NWARC, Driver's Training Weekend at Bremerton

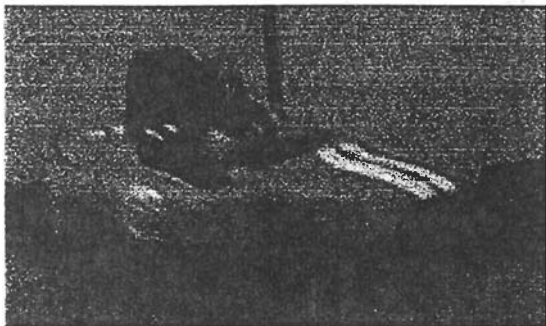
December -

5th ELCC Meeting / Event, place and time TBA

Funtasia - March 21st

-Steve Shipley

The hard core racers were at Funtasia for gokarts, video games, and bad food. The grey day only made the mustard look brighter and the wieners seem pinker. Dave Billings seemed to have the measure of the video games but reality sets in with the smell of motor oil and the hiss of racing slicks on a wet track.



Here's the Club Chairman powering up the back straight. I had a great time rubbing bumper iron although there was some criticism of my driving style. Hey, doesn't everybody like Dale Earnhardt? I was able to pass and was passed by everyone in the group except one. Unfortunately I only have the images in my mind of looking over my shoulder to see the hard charging Brandy Galos running me down and CELEBRATING as she passed your humble scribe. I did think I was doing a great job of driving myself. Never caught this guy.



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 Minilte 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

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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:
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P.O. Box 40481
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