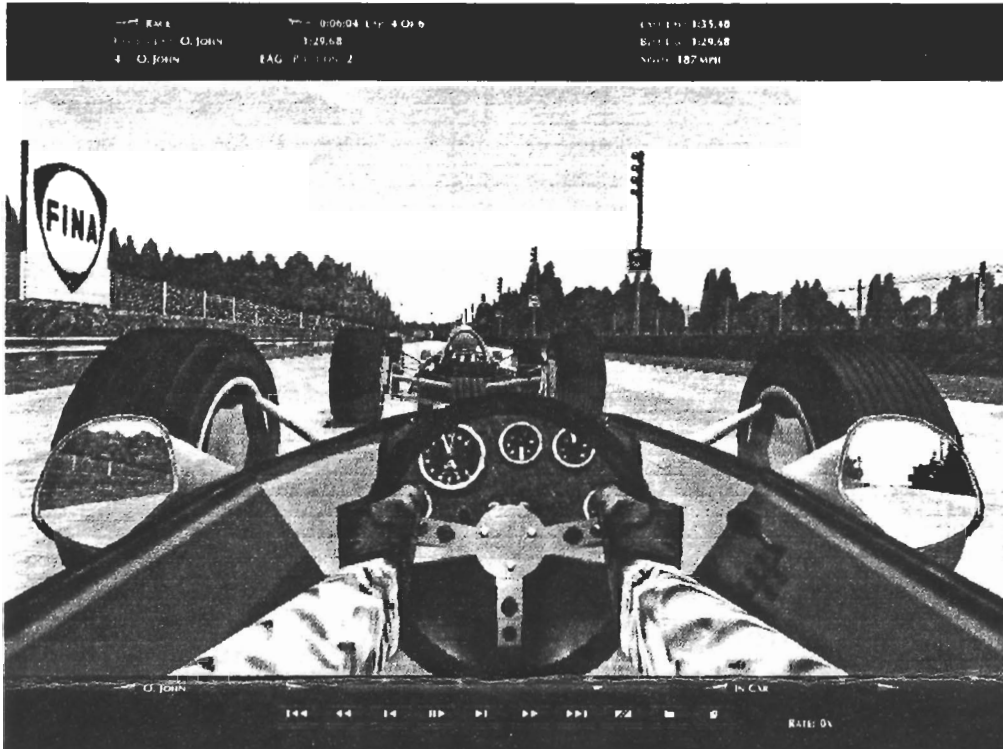


LOTUS LINES



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

NOVEMBER
1998



Grand Prix Legends

-W.W. Web

In 1968 they made Grand Prix racing safer....welcome to 1967, So reads one of the current ads for Grand Prix Legends. Grand Prix Legends is a racing simulation based on the 1967 Formula 1 season and although I cannot vouch for the accuracy, I will vouch for the experience and admit that I'll spend way too much time trying to lower my lap times.

Why 1967? It was the season before new cars were introduced with wings that would stabilize the vehicles. Before wings, the cars were much harder to control. No multi-million dollar corporate sponsorships, no celebrity endorsements—just raw power and speed. The people who drove these cars are legends. Legends like Graham Hill, Jackie Stewart,

Jimmy Clark, Bruce McLaren, and Dan Gurney. The tracks of the era were long, fast, and deadly. Most of all the tracks today are tamer with more turns to prevent the high speeds on the straight-aways. Many tracks are just no longer used because of the danger.

Tracks

The tracks are, in a word, great. From the narrow streets of Monaco to the entire 14.2 miles of the Nurburgring, everything seems to be lovingly detailed and period-correct. Each track offers a distinct challenge to the driver, and provide a great mix of high speed venues and precise, technical courses. All 11 tracks are presented as they were in 1967, and provide limitless driving enjoyment.

The graphics in GPL are truly stunning and the

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sensation of speed is excellent. The cars suspension moves and translucent smoke appears when you lock up the brakes. With the detail set high, it's simply amazing. The drivers' faces are textured, each car has a unique appearance, and the tracks and surroundings are very well done. Some of the nicer touches are skidmarks which stay on the track for the entire race, great smoke and flame effects, and good texture on the tracks. This is especially good at Monaco, with the broken and worn road surfaces.

Each track is done with great attention to detail. You will pass over rolling hills in Monza and then in Monaco you will race right through the city, hopping curbs along the way if you take a corner wrong. It really is nicely done since some of these tracks go on for miles and there is never a gap in detail. The tracks include Spa, Kyalami, Zandvoort, Watkins Glen, Silverstone, and the Nurburgring. The Nurburgring track was the most complex permanent-use racetrack created, with 174 corners and many elevation changes where drivers can easily become airborne.

The crowd can be seen in the grandstands and out in the country you will see a few by standers here and there trying to get a glimpse of the race going on outside their farms. The corner workers will show you a blue flag when you're slow and the yellow when you're crashing.

Sound

Audio in GPL really means one thing--engine sound. And once again, I feel praise is due here--the Ferrari engine is one of the truly great sounds in the world, and is captured beautifully in GPL. Driving in a pack of cars with 3 or 4 different engine notes does wonders for realism, as opposed to the generic engine sounds in most sims. Wind noise and tire squeal are represented, and nicely, but when I think of GPL I hear the wail of 12 cylinders at 10,000 RPM, and can't help but smile.

The Cars

There are seven cars to choose from, the Lotus 49, the BRM P115, the Eagle Weslake, the Repco-Brabham, the Ferrari 312, and two other imaginary cars. Each of these handle differently based on horsepower, wheelbase and other variables. The Lotus is, of course, the fastest car but not the easiest to drive. The Ferrari is challenging as well.....and sounds great.

Driving

Legends also presents new challenges above the road.

Many of the authentic tracks include natural jumps, so drivers will have to master in-flight steering and accelerating. Just the same, jumps will often lead to crashes, which provide a showcase for Legends' impressive new explosions, crash sequences, and vehicle fires.

One of the nicest features of GPL is the driver's view. You are actually sitting back away from the windshield, just as you are in real life with your arms stretched out before you. This adds to your situational awareness as well as enhances the sensation of speed and feel of driving a car!

System Requirements

The key word here is horsepower. GPL will take a fast system to run, and an even faster one to bring out all the detail that is available.

Although you can explore the sim with a keyboard or a joystick, for the best control you need a steering wheel and pedals. And since you've just spent a hundred bucks or so for the pedals make sure you've spent a couple of thousand on your PC. Recommended configuration is a Pentium 266, 64 meg of RAM, and a Rendition or 3Dfx graphics accelerator. I generally keep a capable gaming machine available and I still spent \$300 in upgrades to get this one to run.

Word of warning--if you don't own one of the above mentioned cards, don't even try this sim. GPL is pretty enough in software-only mode, but I don't believe

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Evergreen Lotus Car Club FYI and COA		
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Business Card	\$5/issue	\$30/year
Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year
<p>Questions? Please contact the Editor.</p>		

there is a machine around with the processing power to make it a viable option. Framerate is everything in racing sims, and without a Rendition or 3DFx card, it's just not going to be there.

A simulation, not a game

As soon as you get into the driver's seat, it becomes evident that the developers did everything possible to make GPL a simulation, not a game. And, in line with the intent, going fast right away is no easy task. Options to make the transition to such a realistic sim are available, with less powerful cars and reduced damage, but even the novice trainer can be a handful. This is a serious sim, and will require many hours and hundreds of laps to master. Once used to the handling, though, get ready for the time of your life.

Players can select from training, single race, or world championship from the main menu, but the less powerful novice cars are only available in training, so plan to spend some time on the track alone. Single race allows competition on any of the 11 tracks, and with your choice from among 7 cars, chosen at the driver info screen. World championship involves a race on each track, with driver's and manufacturer's points.

Starting Out

Once you start GPL you must select your driver and your team. Obviously you will put your name in the Driver section and then you can choose from various teams that raced back in 1967. You can change the helmet color of your player so you can identify them later in the replays of the race. After you have entered your player information you can now choose from Training, Single Race, World Championship and Multiplayer. You might also want to visit the options menu to crank up the details, gameplay resolution and to calibrate your stick or racing wheel.

Training

Training allows you to choose any track you wish to race on and the hit the street by yourself to test the track. This is great for fine tuning your car and getting to know the layout of the track.

You can however change some help functions in the setup menu like braking and throttle help.

Even in training mode, GPL is a joy to drive. The car physics are unlike anything else, and feel absolutely spot-on, right down to body roll and lift-throttle oversteer. The game has been out a month and lap times for Watkins Glen are appearing. I'm 30 seconds off the pace.

The Competition

Once you're past training you meet the competition. The cars in GPL behave very realistically, patiently waiting for passing opportunities and taking advantage of mistakes. In my first race I found I was outclassed. My most competitive move was a blocking maneuver and I wasn't very successful at that.

Single Race

Single Race allows you to step through a race from start to finish. So you can go out and practice for a while to get your chassis tuned for the track. Then you must qualify for the race. Do poorly and you're in the back of the pack. Do great and you'll be in the Pole position for the start of the race. Then for the race you can select how many laps you wish to do to complete it.

What has been entertaining about the single race mode is the ability to select a driver and a camera position and ride with one of the cars being driven by the simulation. The sim shows you how to shift, the proper line, and the use of the brake and accelerator. Even after observing a good drive, it's not easy to emulate.

The World Championship

World Championship allows you to race each track according to the 1967 Grand Prix schedules, accumulating points for top finishes. As I am still barely competent, I have little to say about racing at this level.

Summary

Obviously, I'm quite taken with this sim. All the right pieces are there, from sound to looks, and GPL has a "feel" which is absent from almost

everything else. I'm still struggling to break 1:30 at Watkins Glen, and the AI have no trouble beating me, but the frustration I expected is nowhere to be seen. Quite an accomplishment, and I have no problem with saying GPL is the finest piece of software I have ever experienced. Highly recommended for any serious simulation racer.

BOOK REVIEW

-Randall Fehr

"Roadster"

How (and Especially Why) a Mechanical Novice Built a Sports Car from a Kit
by Chris Goodrich
HarperCollins Publishers, 1998
\$18 hardback

Chris Goodrich is an American journalist and author with legal training who decided at 35 to build a Caterham Seven as a break from his career and an opportunity to learn new skills; to trade abstract ideas for concrete objects, and to pursue work simply for the love of it.

Fortunately for us he nevertheless fell back on his training and thoroughly researched the history of the automobile, mass production, planned obsolescence, labor, "The Prisoner", Chapman and Lotus, De Dion suspension, and writers who dealt with issues of identity in the modern world. The result is more than a humorous skinned-knuckles tale. It is a wide-ranging reflection on what this minimal, thrilling, hand-built car means to him and how it represents a kind of work that was nearly abolished by the fathers of the division of labor, Henry Ford and Frederick Winslow Taylor.

His researches are interspersed with assembly difficulties and breakdowns, a visit to the Caterham works, a "Prisoner" convention at "The Village" in Portmeirion, and a Lotus Owners' Gathering track day.

"Roadster" is rare in that it examines with intelligence what the phenomenon of the automobile has done to our way of thinking and of living, through a personal experience thinking about and living with a Caterham Seven. It is reminiscent of Robert Persig's "Zen and the Art of Motorcycle Maintenance".

Many Lotus owners will recognize themselves somewhere in this book, whether in the anxious thrill of their first Lotus ride, in a desire to run an auto race rather than the rat race, or in admiration of the brilliant flaunting of accepted ways that Lotus represents.

BOOK REVIEW

-Randall Fehr

The Lotus Book
by William Taylor
Coterie Press, London, 1998

\$69.95 + \$3.95 shipping from:
COTERIE PRESS LTD
8005 W. 48th Ave.
Wheat Ridge, CO 80033
www.lotusbook.com

For the first time a really gorgeous general book has been published on Lotus. Professional photographer and Lotus enthusiast William Taylor spent four years researching and travelling to photograph fine examples of every Lotus type built, from the Austin Seven Special Mk I to the Elise racer type 115. The large, clear, color photographs are beautifully laid out on a white background with a selection of period photos, magazine ads, sales brochures and other memorabilia. The appendix includes tables of all type numbers, all Grand Prix wins, all Grand Prix drivers, and an A-Z of Lotus people.

A brief technical description and history, and a data panel accompany each model. An incredible amount of research must have been done to gather all the information from far-flung, often disagreeing sources, especially on some of the long-lost race cars. Unfortunately the descriptions of cars am familiar with fail to inspire confidence in the reliability of the rest of the book. For example, type 26 S2 Elans are claimed to have had electric windows. As usual in marque books from the UK, Federal spec cars are poorly understood. And even though the self-published volume is beautifully printed, it is full of proofreading oversights.

Several of the cars appear to have been photographed at the Lotus Festival at Laguna Seca in 1995, and if I am not mistaken, ELCC member Pete Lovely's 49 and 69 are pictured.

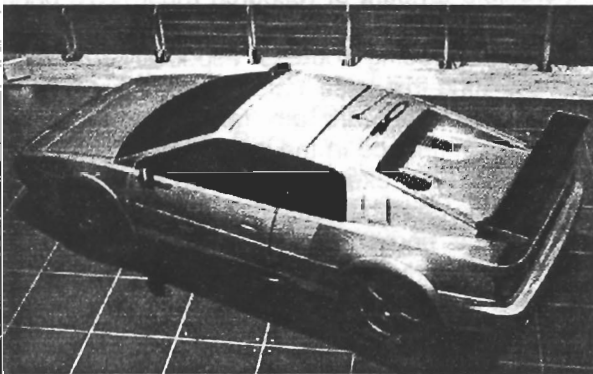
Despite its flaws and because of its excellent photography, The Lotus Book is far and away the best overall survey of the marque ever published.

Lotus at the 1998 British Motorshow

Lotus unveils two stars in Birmingham. The Lotus Elise 340R and the Lotus Esprit Sport 350 (the new stars of the Lotus range) have made an unrivaled impact on visitors to the 1998 British Motorshow at the National Exhibition Center (NEC) in Birmingham. Stealing the limelight is the new Lotus Elise 340R a 'no-compromise', visually and technically dramatic vehicle that takes the Elise concept to the extreme.



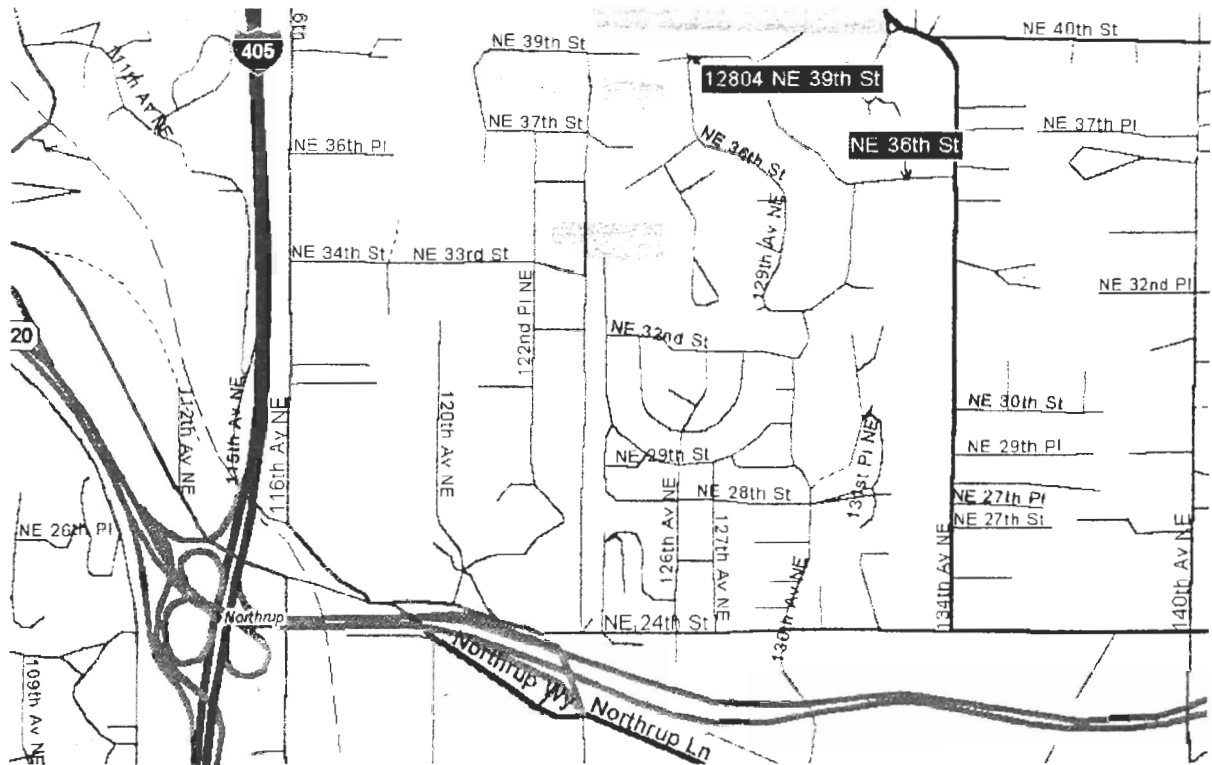
This striking sports car, weighing little more than 500kg and powered by a 170hp engine is totally driver oriented and has a power to weight ratio of 340hp per tonne. Stunning performance combined with exceptional Lotus ride and handling promise an unparalleled driving experience.



The Lotus Esprit Sport 350 is the extreme and

focused development of the classic Esprit supercar ever to reach the Market. Developed to provide a real driving challenge, the Esprit sport 350 combines competition features with the supreme refinement and driveability of the V8SE, to deliver the ultimate on performance and handling – a pure GT car for the road.

The intelligent use of the highest specification materials and components gives the car a true competition feel while making the car almost 80kg lighter than the Esprit V8SE.



November Meeting

November 14th 1 PM - Photo selection meeting at Mike and Brandy Galos' house

12804 NE 39th Street

425-881-7398

The calendar this year will be grouped into the following categories:

1. Funny
2. Group shot
3. Project car
4. Artistic photo
5. Racing photo
6. Mechanical component photo

and 6 "open" photo slots

People should plan on having their photos in one of the 6 categories or selected for the "open" slots.

Videos, dining and for those who bring swim suits and towels, the hot tub will be up to temperature

1998 Track event schedule:

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

November -

14th ELCC Meeting / Event

1 PM - Photo selection meeting at Mike and Brandy Galos' house

12804 NE 39th Street

Bellevue

425-881-7398

14th and 15th

NWARC, Driver's Training Weekend at Bremerton

December -

5th ELCC Christmas Party

Saturday, December 5th, 6:00pm

Marker Residence, Tacoma, WA

Since last year's party was so much fun, the Markers have agreed to host the ELCC Christmas Party again for this year! This party is one of our longest standing traditions and one of our most popular events. The format is come-as-you-like and bring a wrapped gift (value under \$20, humor encouraged) for each participant, and a potluck dish. Contact the Markers to RSVP and coordinate your potluck dish. Jess and Eddie Marker, 253-927-2300.

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: 1976 Elite, Dual Weber carburetors. 5-speed transmission. Recent Engine & Trans overhaul. Factory shop manual and some parts. asking \$6500 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-

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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Bellevue, WA 98015-4481

First Class Mail



November Meeting

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