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JAN 14 1999

# LOTUS LINES



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

JANUARY 1999



## Holiday Party

-Steve Shipley

Jess and Eddie Marker hosted the ELCC Holiday Party again this year. I attended this year in my role as reporter but I had so much fun, I forgot about my responsibility to accurately report the club events. So this is reconstructed from memory.

**The location?** Spectacular. A beautiful home, loaded with Christmas decorations. Love those city lights. Great food.

I don't think I got all the names of those who attend but I'm pretty sure these people enjoyed the evening. Bob Bentler, Mark Clear, Bob Cross & Gayle Hart. John and Nikki Daniels, Randall Fehr, Gary Holt, Maury and Johnanne Montag. Craig and Signe Shuck. Jim Taylor and Nancy McCraney, Dwaine and Shirley Urquhart, and Bob Wells.

In a moment of responsibility I managed to ask Bob Wells and Gary Holt about plans for 1999. Bob is planning to Autocross and work SOVREN races as his jetset lifestyle was a 1998 endeavor. Gary Holt continues to restore his Europa. He now has a freshly painted body returned from Randall Fehr. When I asked him about a completion date, he's talking about sometime this year. I'm eager to see this car. I also heard a discussion regarding the separation of an Esprit body from its chassis by Jess Marker and Dwaine Urquhart.

There was unanimous admiration of Jess' collection of car models. It looks like he's been collecting for a few years based on the quantity and rarity of his collection. And the legendary Gift Exchange. I'd heard of it, and now I've experienced it. A great tradition.

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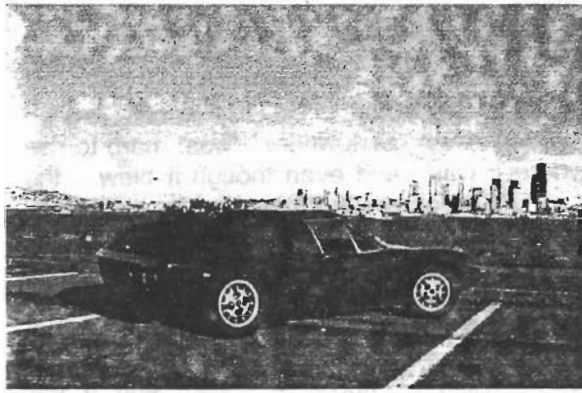
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[www.eskimo.com/~sshiple/europa46.htm](http://www.eskimo.com/~sshiple/europa46.htm)

## An Addition to the Family

- Steve Shipley

My latest acquisition, a Lotus Europa S1. One of the fringe benefits of being involved with Evergreen Lotus Car Club. I was contacted by the owner who was ready to sell and as part of his introduction to the club I showed him the contents of my garage. When I mentioned that my Westfield Seven was redundant since the restoration of my 1965 Lotus Super 7, the negotiations were under way! I have been wanting a closed Lotus for drives during inclement weather but wasn't up to the effort of selling the Westfield and searching for the closed car.

But these opportunities occur when you are an enthusiast. I let the owner know that I was interested but wanted time to examine the Europa while I decided the fate of the Westfield. We spent two months in casual conversation about the two cars while I decided that I was willing to trade. Randall Fehr performed the inspection and test drive. When he didn't uncover anything disastrous the deal was done.

The Europa originally lived in Pennsylvania and moved west as it changed owners and as owners changed residence. It ended up in Seattle where it seems that it sat for a few years. One of the more interesting documents that came with the car was a letter from the Pennsylvania owner describing how well this car performed in autocross.

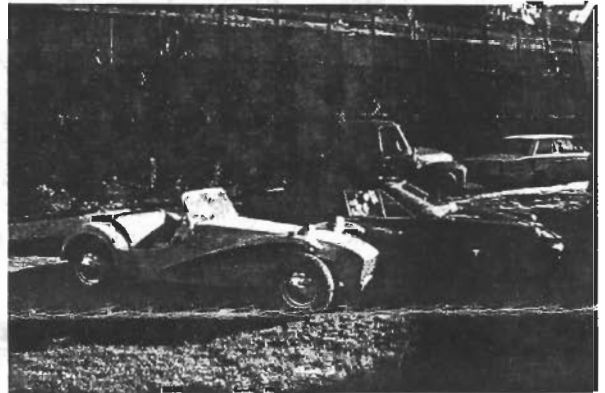
The previous owner acquired the car and just started going through a long list of things that needed fixing.

The body is generally in excellent condition with three small areas that show stress cracks. The paint is excellent but has some chips and evidence of poor surface preparation. The wood dash needs restoration but the upholstery is excellent. The car currently wears S2 doors but the original S1 doors were included.

The biggest concern at the moment is that the car vibrates at freeway speeds. I'm going to swap the wheels and tires from my Seven to see if it's a simple fix.

The engine is a 1565cc Renault 807-03 with the Hemi or Gordini head. It's wearing a two barrel Weber downdraft carburetor.

I was somewhat surprised when DOL wouldn't transfer the title without an emissions test. Running this car through the test station really impresses on you how rare these cars have become. The only information I didn't have to provide was how to run the test equipment. I ran the car through testing where it passed the emissions test at cruise but failed at idle. The regulations are somewhat confusing as when I went back with my failed emissions test the transfer went smoothly. I would have fought with 'em but what's the use?



Salt n' Pepa  
with Effie n' DaBrick  
not shown Eagle n' E-type

### Evergreen Lotus Car Club FYI and COA

*Lotus Lines* is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the President. Other Lotus clubs are welcome to use the material printed in the *Lotus Lines*, provided that the ELCC, *Lotus Lines* and author are duly credited. The ELCC is not affiliated and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any other Lotus related organizations.

**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.

Best of the Lotus Internet Mailing List. Gerry is a Oak Harbor resident. Reprinted with permission.

## Electrical Fire Prevention

Gerry Spraitzar

When I announced selling the parts of my 1973 Europa Special, the subject of what caused the fire came up. So that other folks are not plagued by a similar situation (Seeing your 10 year restoration project "roast itself" in the garage, as your local fire fighters hack their way through your garage door), I thought I would pass on my "lesson learned" the hard way to the group. I am now a real believer in both fuseable links and battery cut of switches/devices. The former would of protected my car from its demise without the hassle of a battery on/off device.

I took a close look at the Europa's ignition system AFTER the fire. I noticed it does not have one common component (installed in most cars today....I think). The component is called a fuseable link.....designed to melt and break electrical contact if there is an electrical short in the ignition/charging system. It actually looks like a regular piece of black plastic insulated automotive electrical wire. Such an installation would of saved my car. The fire was started by the wire going to the ignition switch (and return) heating up. It heated up, ignited the carpet, then the rest of interior, and ultimately the roof, and window glass. So, if there is one thing I would of installed to prevent such a terrible event would be the installation of a fuseable link. The part cost under \$5.00. How to install one of these parts, I will leave to Mr. Electron and company to suggest (if it is possible). Though I have a good fundamental understanding of electrical engineering, I certainly don't have the "salt of experience" to make the suggested "fix", if there is one.

My first experience with a fuseable link was with my "old 1975 Corvette". I was driving down the road, and everything (and I mean everything went dark and the engine stopped). Of course these failures only occur at night and in the rain. After a tow home and much frustration tracing the electrical system, I finally found the problem.....a short piece of wire near the starter designed to internally break the circuit if a large and continuous draw of electricity was

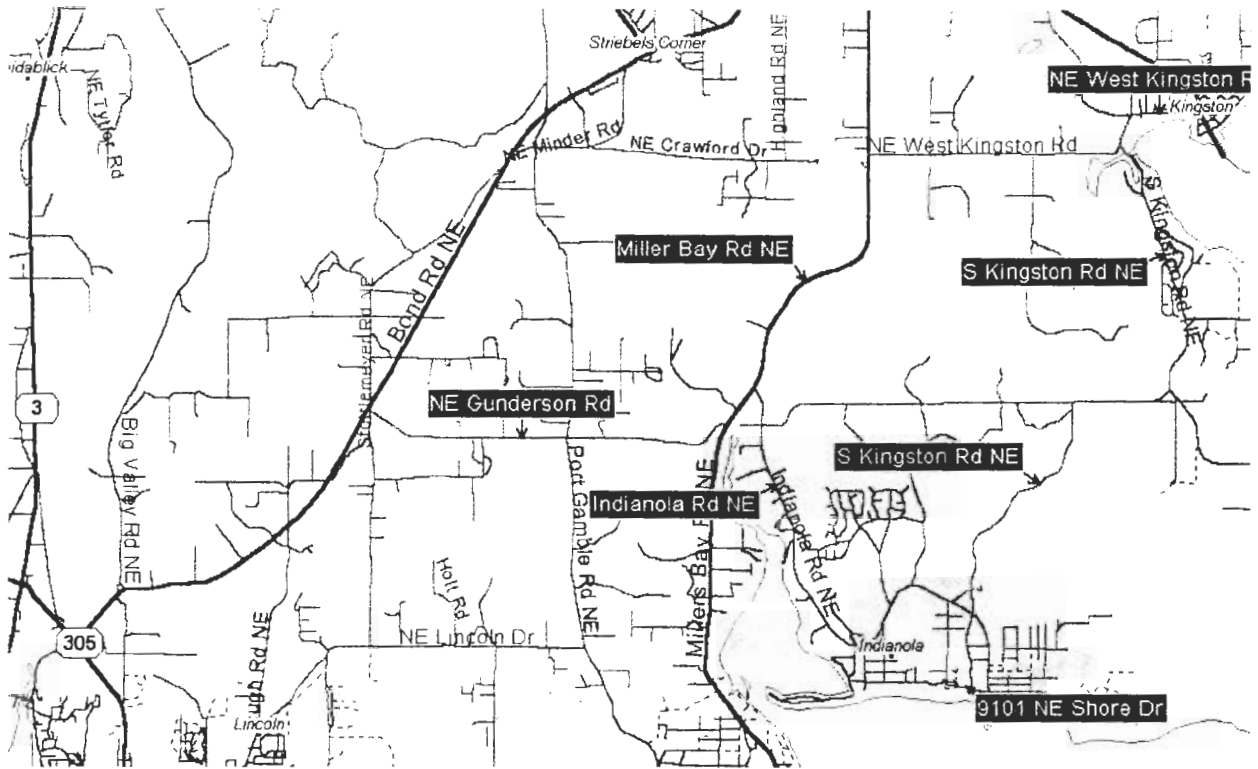
placed on the wire. It was difficult to find because it was "dark where it was", hard to see "where it was", and even though it blew....the black insulation around the wire was still intact. Since I never knew this device "existed" in auto electrical systems....it was a complete surprise when I isolated it. Afterwards chatting with an automotive electrical repair gent revealed "oh yea, not a problem the cause is the fuseable link...it costs a couple of dollars and a few minutes to install". Should of consulted with that fellow before spent the many hours trouble shooting the system.....and expressing many "less than happy words at the old beast"

The Corvette experience occurred a couple years before the Europa roasted.....so a valid question to be asked is "Why didn't you check the Europa for a fuseable link when you were going through the restoration".The answer is deeply buried in modern male human behavior....."assumed" that all cars have ignition systems protected in that manor mixed with a bit of laziness. This is especially true (of me) knowing the less than perfect track record the Europa has for electrical reliability. I was never able to isolate the specific reason why the electrical short did occur on the Europa to begin with. Perhaps some insulation worn off a wire, short in starter switch (fire inspector believed this the cause) etc. The ignition switch and wires leading to it were melted.....which is what lead the fire inspector to declare "that" as the source of ignition. The insurance fire inspector who looked at the car.....indicated to me that many auto electrical fires (especially of stored/less used cars) are started by small insects which are attracted to switches. They ultimately short them out. He didn't know specifically why the little creatures are attracted to the electrical components (perhaps electrical field).

The battery cut off switch is good for protection of a battery and would of prevented this incident from occurring. Not in all cases though, unless you were willing to disconnect it each and every time you leave the car. In my case, I had just returned the car to the garage.....cooked dinner and sat down to watching 60 minutes. I estimated that about 45 minutes after I parked the car.....it was in flames.

If the information ends up saving one car from the same fate, it will be worth it.

EVIL SPARKS  
THE EFFECT OF %



**January Meeting:** "David's Garage, Only LOTUS spoken here".  
 Saturday, January 23rd 1 pm  
 Our telephone is 360-297-4362. RSVP Requested.

From Bremerton: Take Route 3 North. Exit to Rt. 305 (Says to Poulsbo and Bainbridge Island). At the 2nd traffic light, turn Left onto Bond Rd. (Route 307). Continue approx. 2.5 miles to Gunderson Rd. Turn Right on Gunderson. Continue about 2 miles to end at Miller Bay Rd. Turn Left on Miller Bay Rd. Then next Right on Indianola Rd. Follow Indianola Rd. to the end (3.3 miles). At the Indianola Store turn Right to 9101 NE Shore Dr. (third house on the left.) The drive from Bremerton takes about 30 minutes.

From Bainbridge Island: From the ferry dock drive North on the main road and cross Agate Pass Bridge (about 7.2 miles). Take the first Right after the bridge - Suquamish Way - thru Suquamish (the road becomes Miller Bay Road) to Indianola Road (about 4.9 miles). You will pass a power substation at Gunderson Road on your left and then a long guard rail on your right. Indianola Rd. is the next Right. Follow Indianola Rd. 3.3 miles to the end. At the Indianola Store turn Right. 9101 NE Shore Dr. is the third house on the left. The drive from Bainbridge Island takes about 20-25 minutes.

From Kingston: Two blocks past the light at the corner of the loading area and Kingston Hotel Cafe, turn Left on Iowa St. (gray blue Kingston Community Center is on the corner). Cross the main street (Hwy. 104) and continue on W. Kingston Rd. about .6 of a mile to the stop sign. Road will curve around the bay to the left. Turn Left on South Kingston Rd. along the bay about 3.9 miles to the stop at Indianola Rd. Turn Left and continue about one half mile to the end. At the Indianola Country Store turn Right. 9101 NE Shore Dr. is the third house on the left. The drive from Kingston takes 7-10 minutes.

From Pt. Townsend: Follow Rt. 20 South to St. Hwy. 104. South on Hwy. 104 thru Pt. Gamble, turning Left at the light by the Texaco Station. Continue to the next light at Miller Bay-Hansville Rd. (Chevron Station) Turn Right on Miller Bay Rd. past W. Kingston Rd. to Indianola Rd. (about 2.5 - 3 miles). Turn Left on Indianola Rd. to the end (3.3 miles). At the Indianola Store turn Right. 9101 NE Shore Dr. is the third house on the left. The drive from Pt. Townsend takes about 40-45 min.

## 1999 ELCC Event Calendar

### January

**Saturday, January 23rd, 1:00 pm**

David's Garage, Only LOTUS spoken here.  
David and Virginia Caley,  
9101 NE Shore Dr  
Indianola, WA  
360-297-4362 RSVP Requested.

### February

**Saturday, February 20th**

Go Karts, TBA

### March

**Saturday, March 13th**

TBA

### April

**Saturday, April 17th**

TBA

### May

**Long Beach**

TBA

### June

**Saturday, June 26th**

TBA

### July

**Saturday, July 17th**

ABFM

### August

**Saturday, August 14th**

Picnic

### September

**Saturday, September 25th**

Photo Shoot

### October

**Saturday, October 23th**

Photo Selection

### November

**Saturday, November 13th**

TBA

### December

**Saturday, December 11th**

TBA

## 1999 Track event schedule:

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

### 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](http://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.

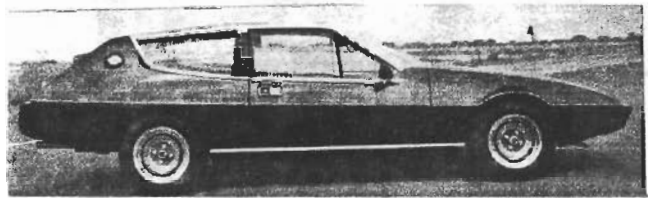
NWARC is the NorthWest Alfa Romeo Club, 253-582-0803.

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: Five speed transmission for Lotus Elan Plus 2 complete with aluminum bell housing, clutch lever, slave cylinder, and drive shaft. The drive shaft was starting to be shortened but was not completed, ready to weld and balance. Front u-joint is 4-bolt flanged to the transmission, not splined. Asking \$795 US. Phone Brian in North Vancouver, BC at 604-929-5025.



**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

**FOR SALE:** 1974 Elite White 5 speed air original running gear with factory shop manual Approx 65,000 miles passes emissions. 99% complete, 95% correct. 2nd owner Car has won second and third place in shows. Runs and drives nicely but needs rear brakes. \$8000 obo Don Francis 206-723-4731

### Evergreen Lotus Car Club FYI and COA

<b>Chairman:</b>	Mike Galos	425-881-7398
<b>Membership:</b>	Jim Taylor	206-232-2237
<b>Treasurer:</b>	Craig Shuck	425-788-1900
<b>Newsletter Editor:</b>	Steve Shipley	206-932-4123
<b>WebMaster:</b>	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

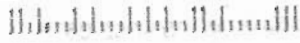
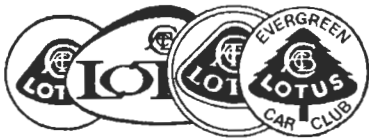
**ELCC WebSite** <http://www.fastcorner.com/lotus>

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