

RECEIVED
MAR 15 1999

LOTUS LINES

Ans'd



NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

MARCH 1999



Coventry Climax, Seven, and ELCC membership

- Photograph Jim Taylor

Only Lotus Spoken Here

-Steve Shipley

We're out of the blocks for 1999 courtesy of David and Virginia Caley's extra efforts to host an event that was supposed to occur later this year. The Caley's Elite body is currently being restored so the star of the show wasn't able to attend..

The Caley's have built a great space for their Seven, Elan, and Elite. You can see from Jim's photos the kind of space that they've created. One of those enthusiasts places that mixes garage, workshop, museum, and library. What you can't see is the view of the water through the window. The black and white checkered floor, the cabinets, and the complete finish sets a high standard for garages but it's tough to find a garage with a view. A great place for an

enthusiast.

As the Caley's are on the Olympic peninsula we were also able to see Alan Perry, Mark Hollingsworth, Stan Marray, and Paula and Bill McCoy..



RECEIVED
MAR 18 2000

Classic
Lotus
restoration
service
& repair

Randall Fehr Restorations

30 South Horton Street
Seattle, Washington 98134
206-622-7469

Lotus Parts Specialists

Raymond D. Psulkowski
290 Raub Road, Quakertown, PA 18951
Phone (215) 538-9323 Fax (215) 538-0158
e-mail rdent@rdent.com
http://www.rdent.com

**BROOKLANDS
BRITISH CAR**

PARTS-SERVICE-RESTORATION
LOTUS ELAN/EUROPA/ECLAT/ESPRIT
OPEN M-F 10AM-6PM OR BY
APPOINTMENT

8235 SO. TACOMA WAY, TACOMA, WA 98499
SHOP/TECH ASSISTANCE: 1-206-584-2033
PARTS/MAILORDER: 1-800-244-4648
MASTERCARD_&_VISA_GLADLY_ACCEPTED

dave bean engineering
Official Lotus Vintage Parts
Distributor for the United States & Canada

www.davebean.com

636 east saint charles street • star route 3 • san andreas ca 95249 • usa
Phone (209) 754-5802 Fax (209) 754-5177
US & Canadian TOLL-FREE FAX ORDERS (800) 469-7789

JAE Independent Lotus
& English Ford
Parts and Service

Jay, Jeff and Tom

805.967.5767
805.967.6183

British Car Week

-from the internet

Greetings,

This is just a reminder that British Car Week will take place during the week of May 24 - 30 this year. It is very important for all British car enthusiasts to pass this information along to their local or national clubs so they can add it to their events listings, publications, or calendars. I've noticed quite a few listings without this date posted for one reason or another. To help make this date simple to remember from year to year, all you have to do is remember that British Car Week will always be the last full week of May.

This is a chance for all British car enthusiasts to do what they can to help promote their favorite British car(s) in their corner of the world. The main objective is to get our British cars out on the roads and give them the exposure they deserve. This annual week is the closest we will ever come to getting them all out on the roads at the same time, thus recreating the way things were during their heyday when it was much more common to see them on the roads. This type of exposure is very important for the future of all aspects of our hobby.

Please take the time to pass this information along to any of the other British car sources that you know of or subscribe to (autox.team lists) , otherwise this event may go unnoticed by many, and that would be a shame.

Thanks for your time,
Scott Helms

<http://members.aol.com/Trmgafun/britishcarweek.html>

Rare Race Photography Exhibit to Debut in Portland, Oregon

-from the internet

It was recently announced that a gallery showing and sale of late '40s and early '50s auto racing photography by Guy Griffiths of Great Britain will be held in Portland, Oregon, in April 1999. This exclusive show will take place at the S.K. Josefsberg Gallery, 403 NW 11th Ave., Portland, OR 97209 with the show running from April 1st through May 5th. The show's unusual feature is that these oversized photographs, which depict early postwar racing in England, were printed for

a show held in 1951. The images on display in Portland will be the very same photos, now almost 50 years old, but still in perfect condition.

The photos depict the heroes of the age: Ascari, Fangio, Moss, Gonzalez, Cooper, Chiron, Etancelin, as well as various venues from Grand Prix circuits to hill climbs. The cars range from Alfa Romeo and Ferrari Grand Prix cars to Cooper Formula 3 cars and home-built hill climb specials such as John Bolster's Bloody Mary. This collection of 50 photos was brought to the US by Dale LaFollette of Vintage Motorphoto who will host a special "motorsports party" during the month of April at the gallery. For more information Vintage Motorphoto can be reached at (503) 697-3204 or FAX (503) 699-0433 or by e-mail at:

lafollette-photo@worldnet.att.net

West Coast Lotus Meet light '99

Ok folks here's the details on our big spring track event at Thunderhill. Your executive committee has been meeting behind closed doors over the last couple months planning this event and expects everyone to have a great time. We're calling this a "light" event 'cuz were saving ourselves the BIG Lotus gathering in '00.

This event is open to all car nuts be they GGLC members or not, and any make of car is invited to participate in the track event. We're encouraging friends and other clubs to join us 'cuz the track is big and we're sooo fast.

(Continued on page 4)

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.

(Continued from page 3)

Festivities will begin around noon on May 15 with registration at the Golden Pheasant Inn in Willows California. The GGLC will be sponsoring snacks and soft drinks throughout the afternoon so don't get there late and miss out. We'll have a driving tour leaving the hotel around 2 PM to tear up some open road and visit the fascinating historic sites in the area. Also on Saturday afternoon will be tech inspection at the hotel for cars participating in the track event on Sunday.

Saturday night at 7pm we'll have a banquet at the hotel restaurant that'll include a wonderful buffet dinner, exciting speakers, and a huge surprise that's sure to rock your Lotus world.

Sunday is devoted to Thunderhill raceway and fast, precise driving by your favorite Lotus personalities. We'll be using the full 15 turn course with a professional staff of flaggers, and emergency crew. Lunch will be catered and is included in the track day price. Late tech will be from 7-8 AM at Thunderhill (you should try to tech Saturday at the hotel). There will be a chalk talk at 7:30 AM that's mandatory for all novice and intermediate drivers. This is not only required, but will be extremely helpful to inexperienced drivers and experienced drivers who have not been to Thunderhill. Experienced race drivers will also be on hand throughout the day for instruction, advice, and ride-a-longs. Cars and drivers will be divided into three groups based on their experience. Each group will get four 25 minute sessions on the track beginning at 8AM.

Novice group will be for first timers and those who just want to go out and drive a race track at a conservative speed. In the first session no passing will be allowed and it will be follow-the-leader in groups behind experienced race drivers to learn the line. The second session will also be no passing, but will allow you to go at your own pace. The third and fourth sessions will allow passing in restricted areas only (the long straights).

Intermediate group will be for drivers with some track experience and a willingness to drive near their limit. The first session will allow passing on the long straights only. The following sessions will also allow passing on

some of the shorter straights. No passing will be allowed in turns or entering turns.

The advanced group is reserved for race prepared cars and drivers only. All sessions will be run as open practice with unrestricted passing.

Safety requirements:

Cars running in the novice and intermediate groups will be required to be in good mechanical condition. This includes firm brakes, wheel bearings tight, tires in good condition, no gross leaks, battery securely mounted, brake lights working, minimal play in steering, no loose items in cockpit or engine compartment, and trim rings and hubcaps removed. Roll-over bars are recommended in all cars and strongly recommended for open cars but are not required in the novice and intermediate groups. Fire extinguishers are also recommended but not required. All drivers must be wearing long pants and a helmet with Snell approval.

In the advanced group all cars must be race prepared with roll bar or roll cage and 4 point harness minimum. Open wheel cars will be allowed to run. Drivers in the advanced group will require a fire proof race suit and 1990 or later Snell approved helmet.

Bottom line.

The registration fee for the event is \$32/person and includes the banquet dinner Saturday night, and snacks & soft drinks in the afternoon. Price for the track event is \$175 if registered for the meet, and \$185 for the track event only. The track price includes a catered lunch. Additional lunches are available at \$10 each. The discounted rate at the Golden Pheasant Inn is \$58 for the standard room (single or double), and \$68 for the premium room. We have a block of rooms saved, but you need to guarantee your own reservation by calling the hotel at (530) 934-4275. Be aware that this is the most expensive hotel in town and much cheaper accommodations are available. Camping and RV hookups should also be available at the track.

You can mail your check to Kiyoshi Hamai at 775 Paul Ave, Palo Alto, CA 94306. For questions concerning the track event contact Victor Holtorf at (650) 347-4795 or

(Continued on page 5)

cabcinc2@earthlink.net. For questions regarding the hotel, banquet or other stuff contact John Zender at (650) 368-9105 or motofab@wenet.net.

GENEVA, 9 Mar 99:

Nestled in between the huge mountain ranges of Volkswagen and Ford, and somewhat overshadowed by the proximity of Ferrari, Norwich-by-way-of-Malaysia's finest, Lotus, still managed to create a few ripples by the shores of Lake Geneva. The diminutive sports car specialists outdid themselves this year, by bringing three new cars to the Geneva Motor Show.

The Elise 111S is the leader of the pack. Armed with Rover's trusty K-Series VVC 1.8-litre engine, the 111S packs a 143bhp punch with a 133mph turn of speed. Combine that with the Elise's legendary handling, a close-ratio gearbox and wider rear wheels, and suddenly you have yourself a lot of car for a fraction of the usual supercar price tag.

The rest of the Lotus litter comprises the stupidly quick Esprit Sport 350 - a twin-turboed V8 monster strictly for those with track days in mind - and the Elise 340R - a lightweight sports car concept that turned heads 720 degrees at the Birmingham Motor Show last October. The real news here is that Lotus is actually going to make the latter, certainly the most radical vehicle the company has made since the famous 7, and will begin to do so before the end of this year.

Uprights

-from the internet

A number of years ago I put 175/70-13s on a Triumph Spitfire (same basic front suspension, steering parts as the early Elan); they looked great and the car stuck like glue. But after a couple years running this setup and (confession) _no_ required maintenance on the trunnions, etc., the front upright snapped and dropped the car onto the ground. (Fortunately, I was in first gear two blocks from home. Still had to pay \$50 for a two-block flatbedding).

I recall someone saying the bigger tires put too much of a strain on the fairly delicate suspension parts, and that was one reason it

broke. For that reason when I bought a new set of tires for the Elan I kept the 155-80 13's, or whatever the smallest size is.

There could be a few reasons why the uprights broke - compared with their original home in the Spitfire, when installed in the Elan they might see higher loads because of a more enthusiastic and demanding driving environment, especially if the new tyres offered more outright grip and more so if the wider tyres required wider wheels, applying greater leverage to the upright

On the other hand, the Elan is lighter than the Spitfire (and certainly lighter than the Vitesse that used similar parts) - and Caterham Sevens applied ever-increasing loads to the Spitfire upright for many years before its limitations started to show.

The Seven, however, used the Mk4 Spitfire parts from around 1977 - these have a much thicker section in the body of the upright, making them both stiffer and stronger. They're interchangeable with the earlier ones, so are a good upgrade.

Another popular cause of failure is lack of maintenance. Devotees will probably debate the relative merits of oil and grease for ever - I'll just relate the findings of the Triumph Engineering Dept, where I worked as no'but a lad:

They're intended to use 90 grade oil, but grease will be ok as long as it's regularly applied, and the seals are good enough to keep grit and water out. If these conditions aren't met, the grease/muck paste can eventually start to seize the trunnion to the upright threads - if the increased steering loads are ignored long enough, they can cause a torsional fatigue failure in the upright. The ones I've seen have always looked like classic torsion failures, like a stick of Plasticine that's been twisted till it broke. Personally, I always use oil, where the consequences of neglect seem more likely to be wear out, less likely to be outright failure.

Refurbishing Alloy Wheels

-from the internet

I've just had excellent results doing up some s/h alloys, getting a satin finish which is exactly what I wanted. I found little advice on this from NGs and some was contradictory, so here's

(Continued from page 5)

what I found to work. The wheels were lacquered; this was removed with chemical stripper, not by sand or bead blasting. I bought the paint stripper from an auto paint store but as far as I can tell it's just like the ordinary stuff, Nitromors or Woolworths own brand in the UK. The soft gunge was scraped off using a bit of flexible plastic (the thing supplied for applying fibreglass filler). Odd bits of damage were taken down *gently* with a fine file and then smoothed over with 400 grade wet and dry used wet. The whole of the wheel was sanded with 600 grade used wet, to take out the various stains and marks. Then it was sanded all over with 1200 grade wet and dry used wet, eventually giving a final sand over lightly using a well worn bit of the wet and dry. The final polish was done using Farecla G3 compound. I wasn't sure what result I'd get, but I had some so I tried it ... and I like the result. It was then lacquered with about 10 coats of clear acrylic lacquer from aerosol tins. Note: spray a very thin first coat or it will run; later coats seem to stick better. The deep even 'satin' finish looks really professional to me. Success. And note this ... I was advised *not* to use steel wool, as this can leave bits of steel behind which may rust.

There is a step that I think should be added to your excellent efforts toward refinishing alloy wheels. I think most authorities in the field of paints and coatings are going to recommend a chemical cleaning, etching and stabilizing of the alloy surface before they apply a coating. Aircraft Spruce is an excellent source of materials for this purpose but most any automotive paint specialty shop can at least provide a metal-prep product. Aircraft Spruce further provides a cleaner, Alumiprep #33 which gives most any old aluminum a "fresh cast" matte appearance. Next, Alodine #1001 is the invisible sealer and stabilizer to apply under clear coat finishes while Alodine # 1201 is an even better base coat for application under opaque paints ... It gives the aluminum a golden tint. Aircraft Spruce has a jillion good goodies for auto maintenance and restoration e-mail them :Info@aircraft-spruce.com or check their page at:<http://www.aircraft-spruce.com> Their free catalog is a fantastic text on metals and composites as well.

1st Annual All British and Classic Tour

The Puget Sound British Automotive Society invites you to our 1st Annual All British and Classic Tour, "Run to the Gorge." Pack a lunch and join us for this one or two day tour, leaving from The Wilburton Park and Ride, Exit 12 (SE 8th) on I-405 in Bellevue, WA.

This tour, on your own, will take you south going to Eatonville and then continuing south through some beautiful country around Mt. St. Helens, and into Sea Quest State Park. Either enjoy lunch with others or tour the Mt. St. Helens Interpretive center across the road. After lunch continue winding south to the Washington side of the Columbia Gorge, heading east to our final destination at Hood River OR. At this point we will have an impromptu car display and give out some great gifts and prizes. If your time is limited you can leave and take I-5 back to the Seattle Area. It is our hope that you will stay over night, we have reserved 30 rooms at the Hood River Inn. Hood River has some very nice restaurants and clubs to enjoy Saturday night light. On Sunday Morning we will meet up again and head north using a different route. These are roads you have probably never driven, through great places, with names like Kelso, Napavine, and Onalaska. This event is not a rally, there are no traps. Run in the style of European events you will be given maps, and instructions to make your drive a pleasant one.

Need more info? Contact Arnie Taub
(425) 644-7874

1999 ELCC Event Calendar

March

Saturday, March 13th - No Event

April

Saturday, April 17th - LaConner Tulip Daffodil Rallyel 9:30am start.
Contact Ken Bottini 425-883-9615.

Sunday, April 18th - Classic Motor Show - B.C. Place

May

May 1-2 - Long Beach Weekend
May 15-16 - West Coast Lotus Meet
May 22/23rd - ABFM Van Deusen, B.C.

(Continued on page 7)

(Continued from page 6)

May 24 - 30 - British Car Week

May 29/30th - 1st Annual All British "Run to the Gorge".

June

Saturday, June 26th - TBA

July

July 2nd - Seattle Historics

Saturday, July 17th - ABFM Marymoor Park

Thursday July 22 - The Corvette Marque Club of Seattle "School Daze" track day will be at SIR.

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

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.

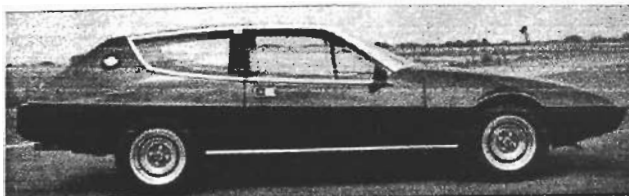
OR is the Oregon Region of the SCCA, 503-697-9649.

SS is the Sand & Sage Sports Car Club, Richland,

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		
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

P.O. Box 40481

Bellevue, WA 98015-4481

First Class Mail



March Meeting

Sorry, No event this month.