

Lotus Lines

Evergreen
Lotus Car Club

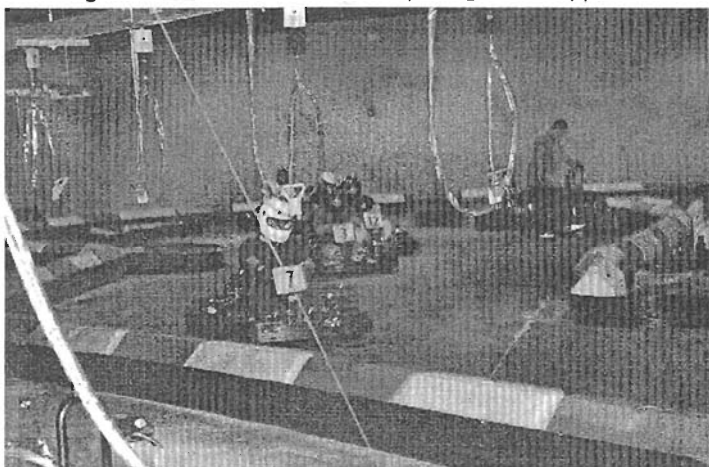
June
2000

Karting at Crazy Redhead



On April 22nd, a ragtag group of aspiring Sennas gathered at the IHOP in Redmond to fortify themselves in anticipation of the first ELCC runoffs. Breakfast was dispensed with quickly, and nervous anticipation settled in as we steeled ourselves for the pending experience of driving fast and small (even compared to a Lotus) vehicles in close proximity to the ground and each other.

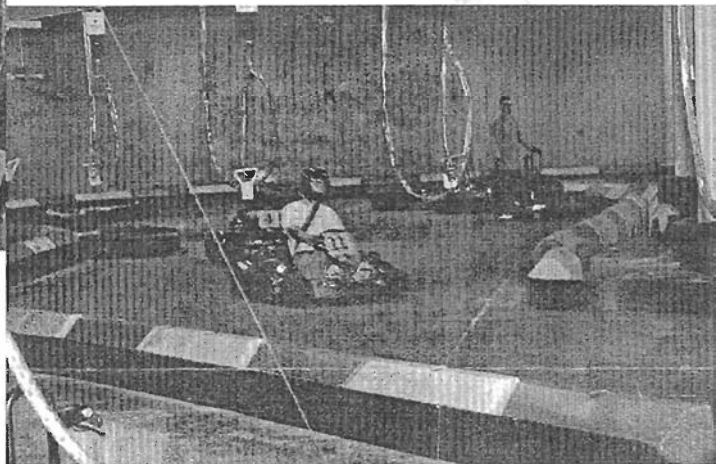
OK, so maybe that is a little dramatic for what actually happened. But we did meet at the IHOP for some grub and socializing, where Bob Crichton, the prodigal son, appeared af-



ter an extended absence. Bob had driven his Seven, as always, which was looking its usual beautiful green self. There were a dozen of us at breakfast, most of whom made it the 3 blocks to Crazy Redhead Raceway, though we mysteriously lost Bob on the way.

Crazy Redhead is unique among the indoor karting facilities in

the Puget Sound region because of their use of electric karts. The entire facility is clean and tidy, and the staff were very friendly and informative. We were given a walking tour of the course, where apex and braking points were highlighted for us, then we broke into two groups. Typical group size is 6 or 7 drivers, as any more would really begin to clog the course. Helmets are required, and if you use their loaners, you need to wear a pseudo-balaclava that looks more like a WWI flying helmet. I was glad I brought my own brain bucket.



Most of our members chose to drive 2 sessions. At \$15 for roughly 8 minutes, it seems a steep price to pay. But when we were all done, there wasn't anyone complaining about not getting their money's worth. Two sessions is plenty to make your arms sore and your hands blistered. As I mentioned, these karts are electric. And while I missed the exhaust note normally associated with any kind of motor racing, I found them to be at least as quick as any gas-powered machine, and more consistent. There did not appear to be any slow karts among the group, and on-track duels were determined by equal driver ability rather than fast driver/slow kart vs. slow driver/fast kart. In the second session, I had a real

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From the Chair

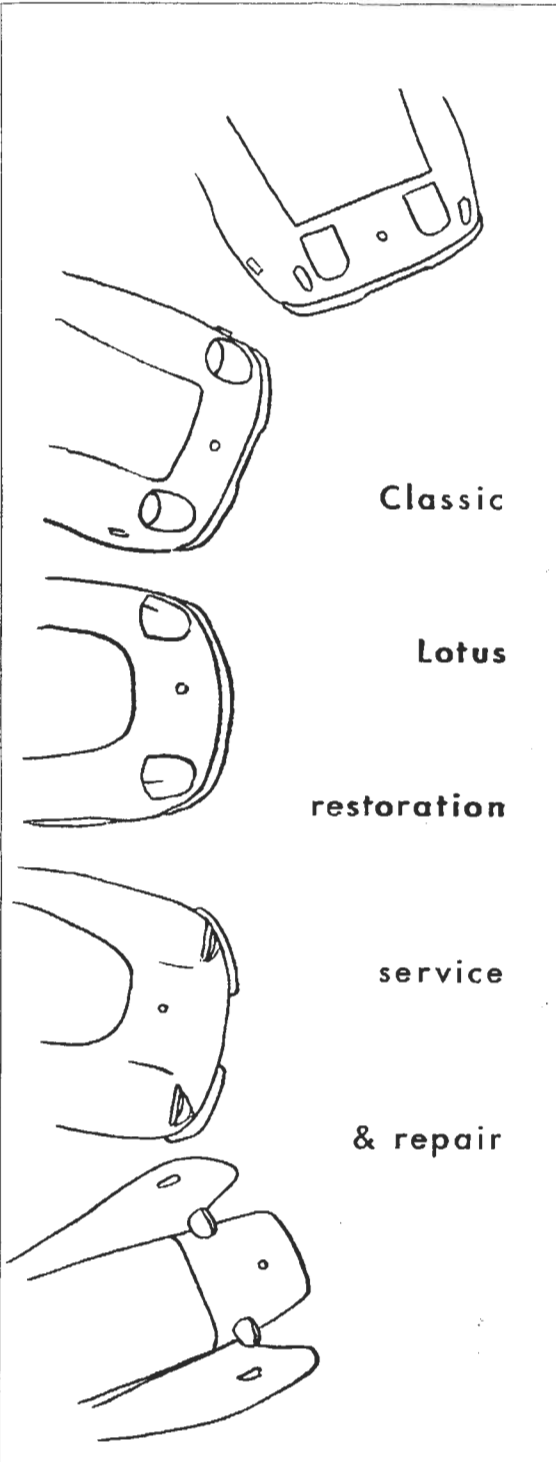
A co-worker of mine recently came back from two weeks in Italy, traveling with friends. He brought his photos and proudly handed me a picture of a 340R in a "showroom". He knows I own an Elan and am involved with the Lotus marque, had noticed the car because of its styling, and was surprised when he found the badge and realized he recognized the name. The reason I quoted the term showroom is because the car sat in what looked more like someone's dining room with the table removed than any showroom we have ever seen on this side of the pond. With large potted palms and fig trees in the corners, the wonderfully modern 340R sat at an angle on a gorgeous, inlaid marble floor. I noted this to my friend, and he joked that the floor was probably a mere 250 years old. I keep the picture on my desk, as the interplay of the rich, cream colored marble contrasts so beautifully with the sleek lines of the Lotus in all its technically spartan splendor.

In a very different but equally captivating photo, the June image of the ELCC calendar (still available at a bargain, by the way) is of Team Elite at the 1960 Le Mans race. Both cars, in British racing green and nothing else, sit almost totally unattended with just a handful of people in the stalls behind the cars. Racing was such a different beast back then, with a fraction of the staff and budgets of today, but likely twice the fun. I love watching vintage footage (I am lucky enough to get Speedvision) of races from the 60's. Drivers were closer to 40 than 20, and many were downright hefty, a world apart from the 145lb. 20 year olds making their way into Formula One these days.

Speaking of 40+ year olds driving vintage race cars from the 60's, have you ever been to the Pacific Northwest Historics at SIR? See the write up about this elsewhere, but this event, now in its 12th year, has become the premiere event in the Northwest, drawing drivers and cars from all over the country. Entrants generally top 300, and are usually divided into 7 classes. On any single day, you can watch each class qualify in the morning, then race in the afternoon. This year it will be happening each day from Sat. - Mon., and is once again guaranteed to be a great spectator event. Proceeds go to help Children's Hospital, and last year they raised over \$300,000. There is also the Car Corral, and if you have a running Lotus, you can expect a call from me soon, as we want to be sure we are well represented each day. One other item to note is that Phil Hill will be the celebrity driver, though I am not sure what he will be driving. So put this event on your calendar (July 1 - 3) as it is often the highlight of the year.

Finally, I wanted to thank Bob and Shari Crichton in advance, as they have volunteered (with only a little help from me) to have us to their house after the Rally on June 10th for a BBQ lunch. Mark Clear is putting together the route, which will be more of a drive than a true rally. Much like the drive we took from Southcenter to Pete Lovely's Garage last November, this will be a casual tour through some great backroads between Issaquah and Snohomish. I hope we have great weather and a better turnout. One great part of this drive will be the rendezvous points. The hope is that everyone will mix it up a little, taking passenger rides in different cars and giving everyone the chance to experience the difference between and

(Continued on page 5)



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Eastside Rally

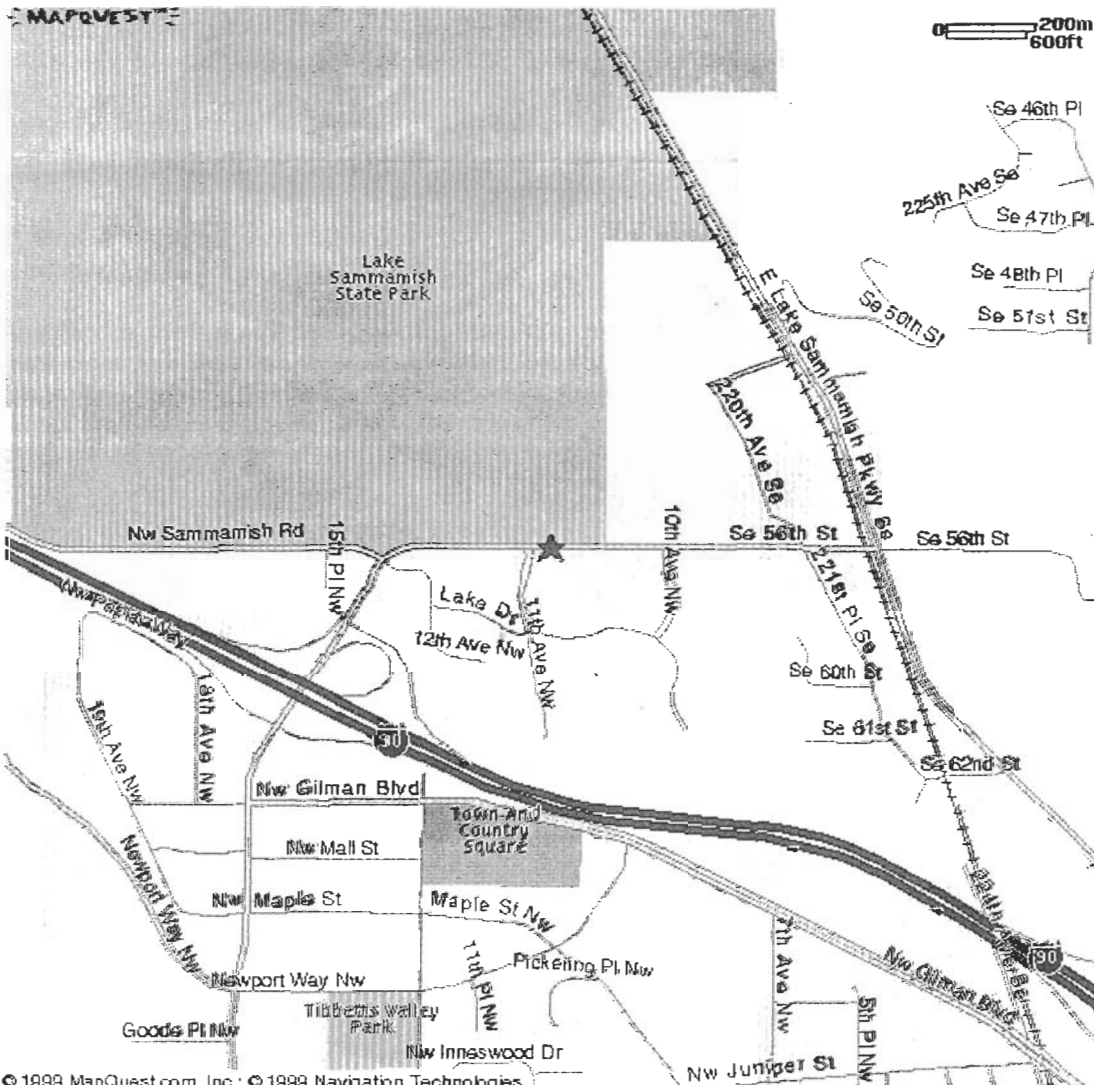
If you didn't just get back from the Run to the Gorge 2000 drive, then you'll really be looking forward to this one. Mark Clear has put together a great route for us to drive this year. Starting in Issaquah, the route will take us north along the plateau and all the way to Snohomish, where we will have a post-drive BBQ at Bob and Shari Crichton's. Bob mumbled something about having to wash the Seven, but then graciously accepted my offer to let him host the event at his home. Thanks Bob! The club will be providing burgers, hot dogs, chips and drinks for lunch.

Since there won't be questions to answer along the way, this will be more of a casual drive than a rally. The total route will take approximately 2 1/2 hours to drive, and Mark is planning rendezvous points along the way to gather everyone back up. This will allow everyone to mingle, stretch legs and take pictures of each other's cars. It might also be the chance to spend some time in a Lotus that you haven't ridden in before.

For anyone unable to make the drive, please join us at the Crichton's later for some food and socializing. Also, some of us will be meeting for coffee and a muffin at the Starbucks next to the Harley dealer, so come early to gas up before you drive. See you there, and hope for sunshine. Contact Dave Billings at 206-241-2116 or bilcoh@home.com for more details.

Drive Meeting Point:
 When: 9:45am
 Where: Eastside Harley Davidson
 1171 NW Sammamish Rd
 Issaquah, WA 98027
 (425) 837-1200

BBQ Meeting Point
 When: 1pm (approximately)
 Where: Bob and Shari Crichton's
 14529 Broadway Avenue S.E.
 Snohomish, WA 98296
 (360) 668-6841



**S.O.V.R.E.N.
Children's Orthopedic Benefit
12th Annual Pacific Northwest Historics**



Yes, it is summer. And one of the highlights of the Northwest summer is a trip to Seattle International Raceway for the 12th Annual Pacific Northwest Historics, benefiting Children's Hospital and organized by SOVREN. For those who have never attended, there are hundreds of beautiful and historically significant vintage race cars thundering around the track. A highlight from last year was Pete Lovely driving his Lotus 49 against George Follmer in his McLaren CanAm car. They went hammer and tong for several laps before Pete finally got away. This year's event is even bigger than before, and there will be three full days of morning qualifying and afternoon racing. The featured marque will be Alfa Romeo, and if you have seen the posters, our own Greg Whitten is featured driving his beautifully restored car.



Admission prices are: Adults: \$20 one day, \$35 three days; Children age 7 - 16: \$5 one day; Children 6 years and under are free. Car Corral prices for car and driver are \$20 for one day and \$35 for all three days. For more information, you can go to <http://www.sovren.org>.

Be sure to come out, even if it looks like rain. Every year for the last three, the showers dry up before lunch, and it gets warm and sunny for the rest of the day. The racing is great, the atmosphere friendly, and the cars are, well, just gorgeous. And Lotus is always well represented. If you have any questions, and to reserve Car Corral slots, contact Dave Billings at 206-241-2116 or bilcoh@home.com. Be sure to let me know which day(s) you want to bring your car into the corral.



As usual, the ELCC will be there as part of the Car Corral, and will have an organized meeting point in the bleachers for lunch. One change from previous years is that Car Corral spots must be purchased in advanced by each club. This means we need commitments by June 9th for members who wish to attend. The club will then make the arrangements, and you will be able to arrive on the day of the event and settle up. Passengers will need to purchase tickets separately at the gate, and arrival time for the Car Corral is 8 - 10am each day. Don't be late.



(From the Chair, Continued from page 2)

Elan, Elite, Europa, Esprit and Elise (I wonder if Alan Perry is coming?) Of course, this will all be totally voluntary. So, get the car ready to go, and come on out for a coffee before the drive starts. I look forward to seeing you all there.

Until Saturday, Cheers!

Dave Billings

New Lotus Club Banner Ordered

A new club banner has been ordered, and with any luck, should be at the rally this next weekend. Here is what it will look like.



EVERGREEN LOTUS CAR CLUB

We will also be using this banner at the car corral at SIR for the Pacific Northwest Historics and the ABFM.

EXIGE IS HERE!

(Reprinted from <http://www.pistonheads.com>)

After much speculation, Lotus have unveiled the new Elise Coupe and have named it the Lotus Exige.

Launched at the first round of the Lotus Motorsport Elise race series, the Exige was shown to groups of fans in a mini stage show featuring glamour girls as is becoming standard for Lotus. Prior to unveiling the car Lotus described the car as

"loud, rude and exciting!"

Based on 340R running gear the new Exige will reach 60mph in a pleasant 4.7 seconds. Very much a racing car for the road, the Exige draws on influences from the race cars with a variety of cooling intakes added including one on the roof. A lightweight glass fibre reinforced composite body is used featuring a deeper front splitter and a high level rear wing, giving well balanced downforce characteristics yet retaining the same drag coefficient as the Elise.

A new opening polycarbonate tailgate allows the engine to be seen much in the style of the Ferrari 360.

It should retail for around £33,000. Orders are now being taken with first deliveries expected in July.



www.pistonheads.com

(Karting, Continued from page 1)

ding-dong battle with Bill Rabel for about 10 laps. For several laps, I inched closer and closer, getting in position for a pass, only to throw it away with a mistake in one corner. I then worked back up on his tail, and finally got by at the only braking point on the course. Then, a lap later, Bill got past me again. In the end, I'm not even sure where we wound up relative to each other, but that wheel-to-wheel stuff sure is fun.

One other feature is the timing system they have at the track. Each driver is programmed into the computer, and as you

cross the start/finish line, a reader board lists your lap time. With a well-timed quick glance, you can actually see your time for the lap you just completed. In addition, after each session, they print out all lap times, highlighting each driver's fastest lap, as well as the overall fastest lap for the entire session. All 13 club members fell into the range of 17.5 to 18.5 seconds, but the definite hot shoes for the day were Lin Hayashi, Andre Samson and Dan Morrison. Apparently, it must help your karting if you have real track or autocross experience to bring to the event. In the end, we all had a great time, and would highly recommend giving it a try when you get the chance.

Editor's Garage

By Dan Morrison

A few issues back, I had just arrived home and thankfully, in one piece. I drove my first Europa only a few more times before deciding it needed a rebuild (okay, so maybe it didn't *really* need a rebuild, but I was in the mood to do it, sooo...). So after putting less than 200 miles on the car, I pulled the engine, transmission, and front and rear suspensions. All that was left to do was pull the body. Fortunately, I wasn't ready for this much work and didn't go there. I had enough work cut out for me as it was. Well, it took me the better part of a year (plenty of time spent waiting for parts to arrive from England) to rebuild the engine, and suspensions, but I managed to get it all back together again. I even drove it for another 500 miles. Since I have never been enamored with the Stromberg carbs, one of the things I did after all this work was to experiment with different carburetion. I tried a couple different combinations; Twin 1.75 inch SUs and dual downdraft Weber 32/36 DGVs. The experiment was mostly unsuccessful. I had also changed the cams during the rebuild, so that may have contributed to the problem getting it to run right. I have since returned the Strombergs to the car and "just" need to adjust them to make it run. That was in 1987. Since then, it has been sitting, awaiting more attention.

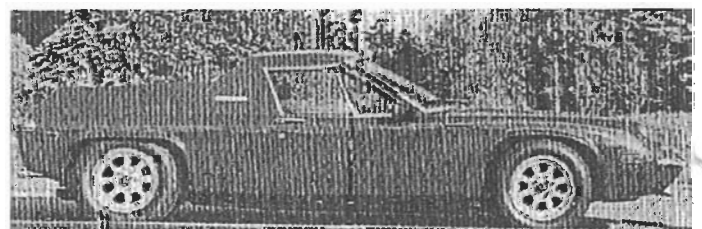
During this time I found another Europa for sale. Another '72 twin cam. This car I affectionately call the mouse car. And if you have visited my web site (<http://www.geocities.com/danmo>) you'll know why. If not, I'll relate the story now. I bought the car from a guy who had just moved to the Seattle area from Kansas. The car had been stored outside of the proverbial barn. Well, in an effort to keep dry, the local rodents had decided to make the inside of the car their home. When I bought the car, I found the remains of many generations of mice. I never realized mice were so small. I found their remains and droppings in literally every opening in the car, no matter how small. After filling up a shop vacuum, I proceeded to scrub down the car. After no fewer than 6 complete washings inside and out, the car still has the odorific smell of mice. And to this day, if I leave the garage door open for any extended period of time, the local cats come into the garage looking and somehow make their way to that car. I'm not too concerned about the smell, since the car is destined to be painted inside and out, and will be cleaned at least a couple more times before that. I am planning to build his car into an autocrosser for SCCA Solo II A Street Prepared competition. Currently, this project is in a parts accumulation mode.

During this same time period, I also became the owner of a 1964 Elan S1 roadster. Cosmetically, it needed a lot of work; mechanically, it was in good condition and had had quite a bit of recent work done to it. When I bought the car, the body was pretty trashed. One of the dreaded POs had installed wide steel wheels that must have weighed 30-35 pounds each (just for the wheels). The reason for this must have been the quarter inch steel plate welded to the inside of the wheel. Lovely fender flares were also installed; to visualize these, take a piece of paper, grasp the ends of the sheet and move the ends to form a semi-circle. Now take this and butt it up against the side of the car after hacking out the original wheel wells. Looks good, huh? Fortunately, (or unfortunately) these were gone when I bought the car, and some more conservative flares were installed. Still, it was not going to suit what I wanted for the car.

I was looking to have the body in its original shape. After inquiring around, I determined that to have the body repaired was not going to be cost effective. So I started looking around for a new body. I guess I could have pieced one together locally (i.e. within the states) but I wasn't sure how the quality would be. So I called a parts supplier in England I had used in the past, Kelvedon Motors. I ordered a complete body, from bumper to bumper. And since the most of shipping is related to space, I also ordered a new galvanized chassis as well. It fit nicely underneath the body in the shipping crate. The body arrived in a crate about the size of an Elan (amazing!). It took about a month to get here as I remember, and cost a small fortune to ship. So now I have had this nice new body and chassis for the last ten years and have not had time to do anything with it. But does that stop me from buying more projects? Not one bit!

I think there may have been a few years before I bought anything else. Oh yeah, there is a good reason. I bought a house.

More next time.





dave bean engineering



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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.

For Sale: 1972 Europa Special, 5 spd (Type 365) gearbox. Red w/ black interior. 74K miles. Recently rebuilt head. New stainless steel exhaust. New battery. New tires. 15-inch, 3-piece HRE wheels. 195R50 in front, 205R50 in back. Braided steel brake lines. Working brake boosters. CD player, Elise speakers. Chassis #7210.2812R. Titled 1973, but really a 1972. Price negotiable. Let's talk. Contact: Alan Perry (aperry@zayante.com) Bainbridge Island, WA 206-855-9464

For Sale: 1970 Europa. This is a very nice cond car, yellow with green strip center, r16 motor black seats and carpet yellow piping, new paduc dash, adjustable camber rear suspension, original steel rims with caps, original heads, perfect compression, original stereo, etc. Call me I am real slow to answer my e-mails \$6000. Contact: Torr Bishop (torrb@home.com), Victoria BC., 250-385-3300

For Sale: Twin Cam Weber head. Rebuilt by Autosport, Seattle. New: larger valves, guides, seats, etc., complete, but no cams. \$1900 obo. Call 425-343-7786 or email danmo@yahoo.com.



Evergreen Lotus Car Club

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Membership in the ELCC is \$20/year and is prorated in three month increments. This includes a club roster and twelve issues of *Lotus Lines* per year.

Website <http://www.fastcorner.com/lotus>



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June Rally-Note the Date Change

Our next official event will be on June 10th. Please make a note of this, as it is a slight change from the 17th date that had previously been on the calendar. We will be re-visiting a rally that was run several years ago, but that we hope will be new to many members. The route is a great one that runs through the Redmond, Woodinville, and Arlington areas of our state, taking advantage of the many beautiful back roads they have to offer. The rally will end in Snohomish at Bob and Shari Crichton's home. Bob will be hosting the end of rally BBQ social that is fit for the whole family. Look for full details elsewhere in the newsletter, but put it on your calendar now, and start tuning up those cars. It would be great to have a large Lotus fleet moving down the back roads.

Questions?
Dave Billings
206-241-2116
bilcoh@home.com

ELCC 2000 Event Calendar

- June, 10 Rally
- July 1 & 2, Pacific Northwest Historics, SIR
- July 16, Forest Grove Concours, nr. Portland
- July 22, 12th Annual ABFM, Bellevue Community College
- Aug. 5, Kitsap Rally - location TBD
- Aug. 18-20, LOG 20, Ottawa
- Sept. Calendar Photo Session and Drive
- Sept. 1-3, Portland ABFM/Club Lotus Northwest Meet. - PIR
- Sept. 27 - Oct 1, 2000 West Coast Lotus Meet, Napa, CA
- Oct. Calendar Photo Selection (may move to Nov.)
- Nov. TBD
- Dec. Christmas Party