

Lotus Lines

Evergreen
Lotus Car Club

September 2001

All British Field Meet 2001 By Gary Holt



Photo: David Caley

Bellevue, WA - The thirteenth annual Western Washington All British Field Meet went into the history books, as did the weather on July 28th. The cars weren't the only thing from England in this year's ABFM; the Puget Sound British Automotive Society borrowed some charming English weather for the occasion.

The day dawned unseasonably wet and cold for most of the enthusiasts as they made their pilgrimage from all over the region to Bellevue Community College. That proved pretty traumatic for this first-time entrant since my newly restored Europa has never seen rain. But, while most of the area saw some rain showers throughout the day, the aura of 500 British cars proved too strong for the rain gods and the meet was spared for rest of the day. So, if you didn't come out due to rain, you missed out on a bunch of fine looking cars. Of

course, it wasn't exactly sunny and 80 degrees either, but the true Lotus enthusiast knows that sun isn't good for fiberglass cars anyway!

Club Lotuses were out in force as 13 of 19 registered cars showed up. Most models were well represented but the ELCC is still trying to break that 20-car participation mark. Even though the "beauty contest" part of the meet is only a people's choice award, owners were wiping and polishing the road dust from their machines before the 11:00 am judging commenced.

Class-01 saw the two beautiful type 14 Elites of David Caley and Jess Marker parked side by side resplendent in light blue. David and Jess still hotly debate the name of the color. Sitting next to them was a gorgeous Zetec-powered Caterham 7, complete with top up and British accent. Class-02 had the Europa contingent which had the strongest showing with no fewer than six cars (Croschaw, Fehr, Taylor, Sherman, Holt, Scheib), three of them newly restored. Rounding out class-02 was the lone Elan of Chuck Conti (I've never seen this car with the top up!). Surprisingly, Craig Schuck's S1 was the only Esprit in class-03. The crowd pleasing '97 Elise of Alan Perry was sharp, as always, and rounding out the class was John Douglas' 70' s style Elite, which he tells me is running well.

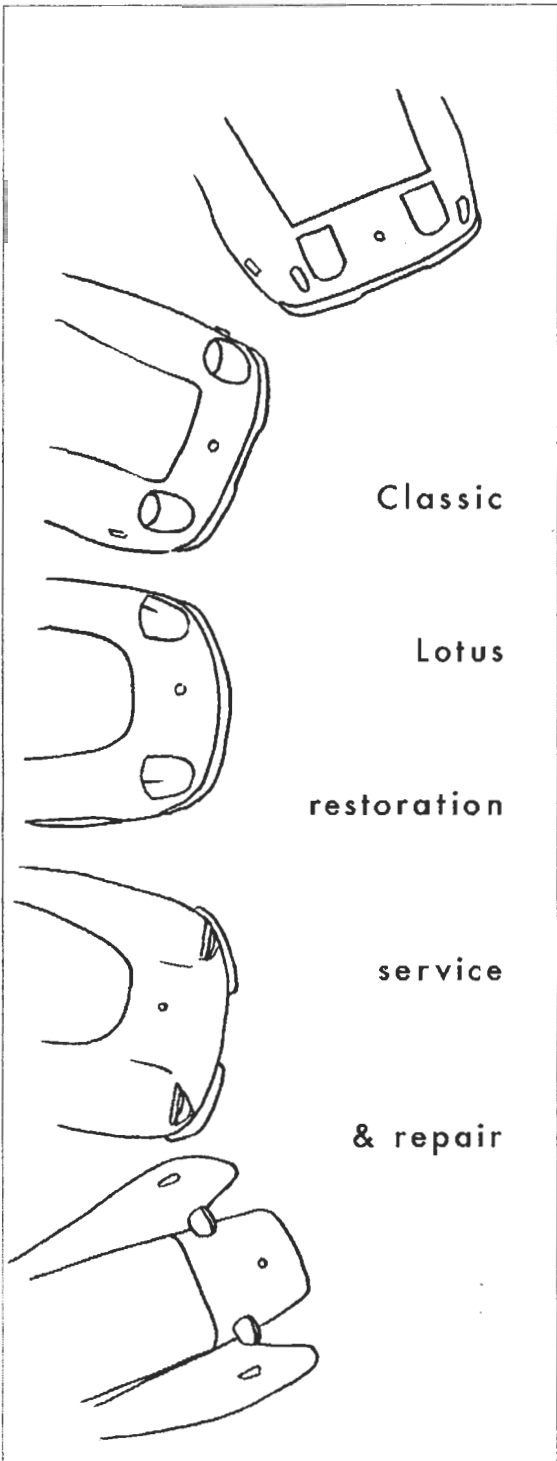
A couple of other highlights of the meet worth mentioning (is there anything other than Lotus worth mentioning?) were unexpected sightings of rare animals. The Jaguar XJ220 had a crowd around it before it was even unloaded off the flatbed.

If you don't know what this 200 mph supercar looks like, well, you've been asleep most of the 1990's. Asking price by Cosmopolitan Motors was \$325k. The new MINI (BMW) also made a surprise appearance and had people, me included, crawling all over it. It's expected to be in Mini boutique stores in March 2002.

Getting to see half a dozen pristine Sunbeam Tigers all lined up was another highlight for me, as the car has a sentimental place in

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From the Chair

October. I can't believe it's already October. But

despite my disbelief, Fall is truly here, and before we know it this calendar year will be over. And, I just realized, so will my term, and that of the other officers. I've approached several people within the club, hoping to find at least one volunteer to take the Chairman's spot, but to no avail. Nor did I receive any replies from my last column asking anyone interested to please step forward. But, we're not without options, and I wanted to share those with everyone, so that you will all be prepared to vote come December.

It seems that the lack of local interest was somehow noteworthy, and the news spread throughout the country. I've received applications for the position from several candidates hoping to secure the job. They are:

Josh Moozer - Josh has an Elise Sport, 340R and Esprit V-8 Turbo that complement his collection of Italian exotics. He will be 21 next month, and was most recently CEO/President of JustConcrete.com, a company selling 100lb. sacks of concrete via the Internet. While the business plan seemed solid, the increase in fuel prices raised the cost of air freighting those concrete sacks across the country, and they found that their customers just weren't willing to accept anything less than next-day delivery. Luckily for Josh, his venture capitalists weren't too bright, and he was able divert about \$400 million to his personal offshore accounts before the company folded. He's interested in chairing the ELCC because he's heard we have some money in the bank. He needs to place an order to Griot's to restock his polishing compounds, and we all know that stuff's not cheap. I must say, I admire his honesty. I like him, but he somehow strikes me as insincere. No word on how he might make the club better.

Anna L. Retentia - Anna hopes to someday own a Lotus bicycle, but finds that her EPA salary won't allow her to afford all that carbon fiber and wind tunnel testing. As an investigator for the EPA, Anna is highly detailed and suspicious. She'd like to chair the ELCC to, in her words, "Tidy things up a little." For starters, she'd like to spearhead a volunteer effort within the club to bring all Lotus cars in compliance with 2001 licensing and emission regulations. When that's been accomplished, she'd then like to ensure that the cars no longer leak oil. "We're wasting precious natural resources with every lost drop, not to mention what all that oil is doing to our salmon and watersheds." Anna pledges that she'll help each club member maintain compliance by offering surprise inspections at each members home or garage. Furthermore, she can point out infractions and cite members for all manner of unsafe practices, from HazMat concerns like unused paints and solvents, to unauthorized cutting of trees and brush. With Anna, I feel confident

(Continued on page 3)



Calendar Photo Selection Meeting

Got a really great Lotus photo that you think the world should see? Tired of seeing photos of Alan Perry's Elise in the calendar? Got nothing better to do on a Saturday afternoon?

If any of this applies (or any other reason that you can think of), you are invited to attend the Photo Selection Meeting for the 2002 Evergreen Lotus Car Club calendar to be held on Saturday, Oct 20 at Dan Morrison's house in Snohomish.

If you are so inclined, please bring pictures that you

would like to offer as candidates for the calendar. Format is not important. We can even handle that old print film stuff. If your photos are digital, please print a copy and have the photo available in the highest resolution that you can. As far as subjects, photos of local cars are preferred, but any interesting shot of a Lotus is fair game.

And if the opportunity to see other Lotus folks and their cars, plus see what are sure to be some great Lotus photos, is not enough to get you to make the trek to Snohomish, please note that refreshments will be served!

If your day is open before the meeting and are interested in going on a drive that ends at the meeting, please contact Alan Perry at (206) 855-9464.

Hope to see you there!

(From the Chair, Continued from page 2)

that the ELCC would be organized, and run with precision and efficiency. And that everyone would/must attend.

Joseph Stalin, IV - Joseph, great-grandson of the late Soviet leader, recently emigrated to the U.S. after having served successfully in the Russian mafia. Joseph's view is not that we are Lotus, Miata, Camaro or Corvette lovers, but that we are Car Lovers. Therefore, his goal is to create a single club, the People's Car Club, or PCC, in which all vehicles will be conscripted for use by the club officers. Once a year, in May, the cars will be paraded down I-5 for all former owners to see. Anyone expressing distaste over the loss of a vehicle to the common good can plan to spend several years in Idaho, and not the good part, either. Joseph is sure that we will all like his ideas and accept them without complaint. He plans to arrive with a large contingent of "assistants" to help with the thousands of new beauracratc positions he expects to appoint. I anticipate that dues would increase dramatically.

So there you have it. Three highly qualified candidates from which to choose, each capable and interested in leading the club in new and exciting directions. Of course, if none of these people appeals to you, it's still possible to run for a position yourself. And did I mention that more than just the Chairman position is available? In fact, there are many opportunities to serve,

those being:

Chairman (currently Dave Billings)
Treasurer (currently Craig Shuck)
Membership (currently Jim Taylor)
Newsletter (currently Dan Morrison)
Webmaster (currently Mark Clear)

Perhaps I can have all three candidates accept positions with the ELCC. I have personal interviews scheduled with Josh, Anna and Joseph early next week, at which point I anticipate offering them opportunities to serve. If you would like to share your opinion with me regarding this, please feel free to contact me at billcoh@home.com/206-241-2116.

It's going to be better than ever in 2002, don't you think?

Dave Billings

Westside Tour 2001

By Andre' Gene Samson

The weather prediction was for rain, A.M. drizzle, with afternoon showers. And the Puget Sound skies the morning of Saturday August 18 seemed to hold that potential. The temperature was below summer normals, only expected to get into the 60's. Weather protection might be needed, or a car with a roof. And Friday night the local news was predicting long lines for Saturday ferries anywhere going West. Stir in, the cars to be driven were British, with Lucas based electrics, and there were enough elements to put a damper on the "ELCC Westside Tour."

From the east side of the Sound, five cars were gathering, Chuck and Georgia Conti in their Elan S3, were meeting at John Schneeman's house. I showed up to make it three, getting the honor of driving John's Super Seven. With engines warmed, tires filled, and a quick stop to fill gas tanks, we were off to meet two more cars at Randall Fehr Restoration. Lin Hayashi in his Super Seven was waiting for us, and while we gave ourselves self-guided tours of Phantom Restorations, Randall showed up a few minutes later.

But up went the engine cover on Randall's Europa S1. A couple of screwdrivers later and Randall was still uncertain to why the engine had developed a fluff. Up till that morning the car had run perfectly in the nine months since he completed his impressive restoration. Though concerned, he decided to live dangerously by taking on the risk of the ferry lines, or a dead car on the ferry deck. And so five cars, one black and four white, headed up East Marginal Way to pay our fares, and get in line. A minute after we parked, Jim Taylor and Nancy McCraney arrived in their Europa S2 with fresh battery, the cure for the car's non-start at the Issaquah Fun drive in June. So with a bit of late start and only one car to worry about, we missed the 10:15 by only one column of waiting cars. Closer than any of us thought. But that gave us time to catch some morning refreshment and talk about, what else, all things Lotus.

On the Ferry lunch was eaten and where six Lotii drove on, six drove off with me suddenly leading Lin and Chuck. Without a convenient place to gather all the cars I pulled aside after the Agate Pass bridge letting Randall by to lead, and the rest to follow. Approaching Suquamish, Randall lead a detour from the detour already marked (the Suquamish tribe was having a celebration) and pulling on to a side street, jumped from the Europa. Up went the engine cover, screwdriver in hand, the idle reduced, and problem solved. The tidy Europa showed its first(?) idiosyncrasy, a choke cable that, after use, needs to be fully pushed home.

After touring the rest of the back streets of Suquamish (yes we were

rebels) we got our bearings (asked locals) and Chuck and Georgia led us out of the maze of avenues. Jim and Nancy, who had ignored all our ruffianism, gathered us outside of town and led us toward Poulsbo. We arrived and participants vacated cars and filtered about the Caley residence, shop, and beach front where latecomers joined a returning Virginia Caley who added a second negative-tide beach tour to her schedule.

Already lounging about, Alan Perry and daughter Emma, who arrived in his All Wheel Drive Mazda 323GTX (think cool as in Renault R5 turbo), Gary Holt, wife Pam and daughters Erica and Chloe, who brought his All British Field Meet First in Class awarded Europa Twin Cam, and Morgan and Anne Seeley with the first(?) public appearance of their just shaken down 2000 Caterham Seven. Meanwhile some guy named David kept rousting ladders out of storage and climbing on garage roofs and generally walking this way and that taking digital photos of all the cars filling the driveway.

Add an hour of lunching, telescope gazing, car looking, book looking, and general reconnecting with friends, and suddenly somebody said, "Hey, let's go for a drive." And like so many dogs when asked "Go for a ride in the car?" everyone had a purpose, and direction, and the driveway was empty of cars, and the residents and visitors in Indianola were quaking in their Texas.

David Caley (the digital photographer and host) led the way and gathered us in the heart of downtown Indianola, his blue Elite S2 a charming parade master. Chuck and Georgia's, and John's Elans were ahead of me, while Lin shot off up the road to find dinosaur blood for his Seven's Twin Cam with a "Cannonball Run", "Whata ees behinda you, doesn'ta matter" attitude. It was the last time we were to see him.

One thing about driving solo is getting to follow a leader and not once feeling guilty ignoring instructions and maps. Unfortunately I love looking at maps, and instructions, but in John's Seven gladly ignored them, and just enjoyed the driving. Here is where I have to say David did a superb job of driving spiritedly, and gathering us up at just the right moments. Jim Taylor's blue Europa was behind me with in-cockpit photographer (real analog vintage film) Nancy recording our always below the speed limit antics (hey, they weren't posted, and I was just following the local leader). Morgan and Anne, Randall, Gary, were all back there somewhere, and Allen's White Mazda the easy to spot tail end Charlie as the car with any height to it at all. Various curves and short chutes, under fir canopy, opening into clear cut views, minimal highway crossings, oh so nice. All roads were paved, and the only section that might have recently been oiled and graveled, seemed solid enough that I noticed only a half dozen stones flying into and bouncing around the Seven's cockpit.

(Continued on page 6)



Photo: David Caley

(ABFM Continued from page 1)

my mis-spent youth. Anyone who missed this meet should make it a priority to come with or without your Lotus next year. The ABFM is probably the season's best opportunity to fill your senses with sights and sounds from Britain.

Special thanks to Jim Taylor and Nancy McCraney for their meet volunteer work and ELCC representation.

Games Night

I may be the only one in this club addicted to computer racing games, but I'm hoping that will change after this next event. All ELCC members are invited to my house for addiction to some of the better PC and console (Playstation) based driving games around. Part social and part arcade, this will be a chance to hang out and try your hand. From Gran Turismo on the Playstation with its stunning graphics, to Grand Prix Legends with its incredibly realistic physics, come try your hand around Monaco or the 1967 Nurburgring.

We'll serve up some nourishment to sustain everyone through the evening, so come along for a virtual ride. For further information, or if you have a game/computer/steering wheel to offer, contact Dave Billings at billcoh@home.com or 206-241-2116.

What: Computer Gaming Social
 When: Nov. 10th - 4pm
 Where: Dave Billings
 11414 37th Ave. S.W.
 Seattle, WA 98146
 206-241-2116

Directions:

From I-5 South.
 Take the West Seattle Freeway westbound.
 At 1st light (past steel plant) turn left on 35th.
 Follow for approx. 4 miles, past 4-way stop at 106th.
 Continue to 37th, the last right before 35th curves hard right. 37th is almost a 180 right hander. We are almost at the end of the block.

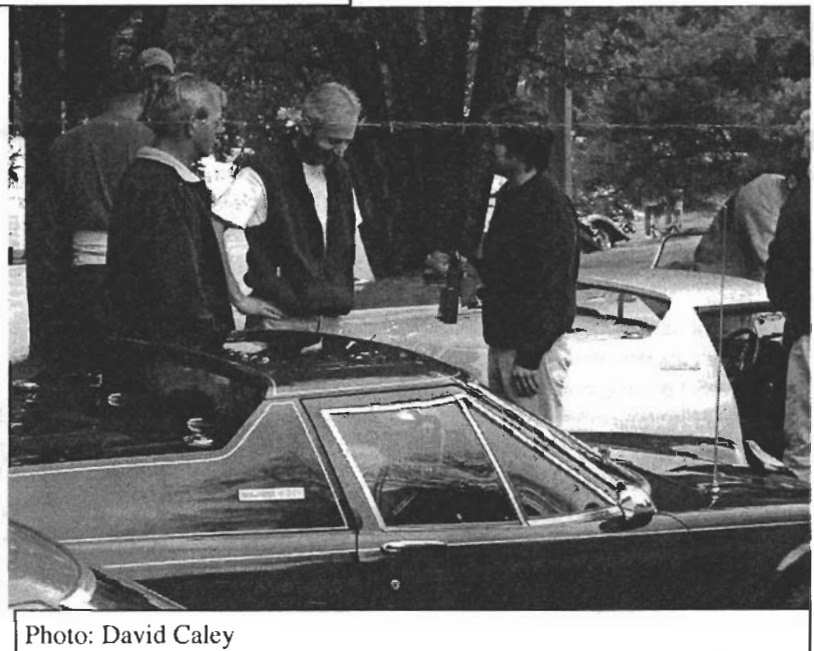


Photo: David Caley

Brick house with white trim and carport. Enter through carport.

From I-5 North.
 Take 518 west to end.
 Continue straight to Ambaum.
 Turn right, and continue for several miles.
 Ambaum will curve and eventually turn into 16th.
 Turn left at 107th (Taco Bell).
 107th will curve and become 106th.

(Continued on page 6)

(Westside Tour 2001, Continued from page 4)

John's Seven was a dream to drive. Less harsh suspension than Lin's Twin Cam, less powerful too, but more than enough torque in a usable engine range to give confidence in any situation. Seating is the perfect blend between the sit up and beg seating of a sedan, and the lay down of a Formula Ford. Maximum performance, from minimal equipment. I still felt a bit exposed from the sides, but the handling more than made up for any concern. Like a connected dance partner input and response flowed both directions and had I the money I would have written a check for the car that night.

David gathered us up at a clear cut near the top of a mountain (hillock?) to view the region, stretch legs, and unannounced, blab with a local racer of we don't know what, who in pickup was towing an old fiberglass speed boat over the mountain, and didn't quite know what to make of the little cars lined up and resting. Then back to more glorious curves, hills and dives, and generally messing about on asphalt.

It was in that stretch that we hit, first a sprinkle, then a bit of windshield wiper rain. That eased up the pace to the second stop at the Olympic Music Festival. With a quick walk in to see the setup and a quartet warming up for the next concert. "Paint it Bach you Devils."

By the time we left the concert grounds the lightest of rain had stopped and as we dropped elevation all roads dried out, and we scooted to a Chevron Gas Station for another rest, and fuel for those who required. It was here that, as we climbed back into the cars, Lin flashed by. Driving the route finish to start, he saw us, U-turned and picked up a tail end spot. At the start of the drive, solo after refueling, it seems he rerouted himself a couple of times, then realized he would eventually run into us (figuratively) driving contra-tour. Smart man.

More fun behind the wheel was a one minute stop on Shine Road to view the huge, though faraway, building used to load nuclear missiles into Trident submarines. Sobering. Yet more fun driving, then sneaking into Indianola on the back-back streets (even smaller than Suquamish), and suddenly there were a string of cars lining the Caley's driveway again.

Out came the vintners refreshment, which seemed to relax everyone, off came the bonnet of Morgan's Caterham, and like fish to a feeding, we all gathered to ogle the 2 liter Ford Ztech neatly tucked into the refined lineage of the Seven's space frame. Later we all meandered onto the back overlooking-the-bay deck, where Virginia and David had hot dogs and hamburgers minutes from being done, and the picnic was on. Thanks to the host and hostess, and all participants, this was another relaxing and welcoming ELCC event.

With regrets, John and I left to catch the 7:15 ferry, made the 8:whatever boat and just relaxed as Seattle slid into view.

Even the night drive south on 509, straight and freeway, was inspiring. The easy night air blustering about the snug cockpit and a roof of stars, I was guided home by the taillights of an SI Elan.

(Game Night, Continued from page 5)

Continue to 35th (4-way flashing stop)

Turn left on 35th.

Continue to 37th, the last right before 35th curves hard right. 37th is almost a 180 right hander. We are almost at the end of the block. Brick house with white trim and carport. Enter through carport.

ELCC 2001 Event Calendar

Oct. 20 - Calendar Photo Selection Social

Nov. 10 - Computer Gaming Social - Racing and Flying



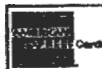
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Classified Advertising for Members is free. Submit member ads to Dan Morrison either by email (danmo@yahoo.com) or by phone (425-337-0216). Personal ads will run for two months or until canceled. If you would like to continue running the ad, just let me know.

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: NOS Elan S1/S2 body and Galv. Chassis
New Old Stock, Lotus original Elan S1/S2 body and galvanized chassis. Includes all body parts; F&R bumpers, doors, headlight pods, hood (bonnet) and trunk (boot), and chassis bolt kit. May sell separately if I have a buyer for both. \$6500 obo for all. Buyer arranges and pays for shipping (will help as much as I can from my end). Already crated from when it was shipped from England, so no crating costs. Located in the Seattle area, Dan Morrison (danmo@yahoo.com), 425-379-6330 (h), 425-444-1628 (cell)

For Europa: Wooden body dolly suitable for body-off restoration. Dimensional lumber with heavy-duty castors. Can be disassembled. All hardware included. \$75 OBO. Gary 253-851-1790

For Sale: '85 Caterham Seven
Original owner, 1700cc super sprint engine, cycle fenders, 30K, alloy/black, \$17000 John Schneeman 206-854-6706



Evergreen Lotus Car Club

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bilcoh@home.com

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jimtaylor@seanet.com

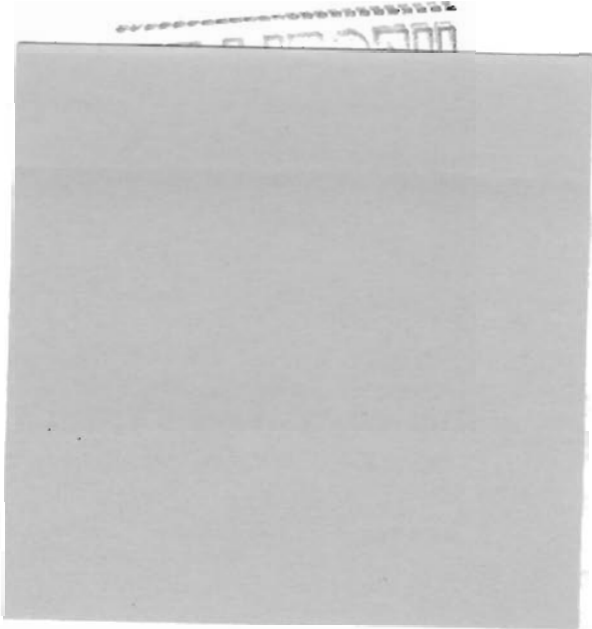
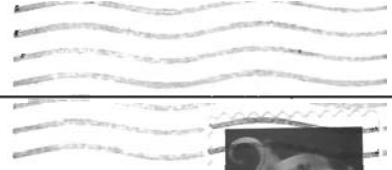
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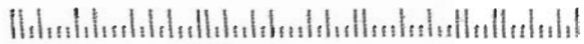
Editor: Dan Morrison (425) 379-6330
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Membership in the ELCC is \$20/year and is prorated in three month increments. This includes a club roster and twelve issues of *Lotus Lines* per year.

Club Website <http://www.elcc.org>



95249+9564 03



Directions to Dan Morrison's

From I5:

Take Exit 186 (128th St SE)
 Turn onto 128th St SE (East) 3.2 mi
 128th Turns into 132nd SE
 Continue (East) on 132nd St SE 1.1 mi
 Turn RIGHT (South) onto Snohomish Cascade Dr (This will be the entrance to the "Falls", and there is also waterfall here) 1.0 mi
 Turn RIGHT (North-West) onto 61st Dr SE 0.2 mi
 First house in the cul-de-sac just after the mail box stand

From I405, merge onto I5 North and follow directions above.

14819 61st Dr SE, Snohomish, WA 98296
425-379-6330