

Lotus Lines

Evergreen
Lotus Car Club

April 2002

Karting Event at Sykart *by Alan Perry*

On Saturday, 16 March, the club invaded SyKart, an indoor karting track in Tukwila. Last year, we did a similar session there. Bring a helmet, if you have one, and get set for two 10-minute sessions. We would get a group discount if enough folks showed up, so I also invited along some of my friends from the local Mazda 323GTX (the car that I rally) crowd as well.



I couldn't believe it, but the night before karting, I was getting word that the forecast called for snow. Much to my surprise, given the reliability of local weather forecasts, there was actually snow on the ground that morning. Luckily, it was all on the ground and very little stuck on the road, so there were no problems driving to SyKart (although I did hear about some nasty accidents on I-5 towards Tacoma on the way back).

It turns out that the snow wasn't much of a deterrent to folks. There were more than 15 drivers, easily enough for the discount. At the time, I didn't know that I would be writing a newsletter story about the day, so I didn't note everyone who was there. I remember that Dave Billings and his dad were there, Andre, of course, John Schneeman and his two kids and my daughter and I. From the GTX crowd, there were Jay Woodward and Greg Downing. I apologize for not remembering who else was there.

Since last year, the track configuration at SyKart had changed. The hairpins leading into the back straight have been replaced by a little kink that could easier be taken flat out. As a matter of fact, most of the track could be taken flat out. An exception was a nasty hairpin that I could not figure out. (Of course, I blame my kart, which was squealing through turns that the other karts were much more smooth. Honest.)

We had too many folks for one group, so we ran in two groups. Each group did two 10-minute sessions. Since I can't remember everyone who was there, I definitely don't remember who was in each group. We all ran the 5 bhp karts, except for the kids, who drove the "slightly less powerful" kid's carts. The adults were doing times in the high 20s and the kids were lapping in the low 30s. That works out to an average of around 40 mph on the 1/3 mile course.

In the first group, Andre always seemed to put in the fast time. In the second group, in the first session, timing showed me first. That had to be an error. Jay was fastest the next time around. Personally, I had the most fun dueling with my daughter.

After everyone had completed their runs and decided to call it a day, the more hard-core racers decided to take an opportunity to try out the 9 bhp karts. It seemed to be agreed that they even were more fun and the lap times were a second or two faster.

It was definitely a good time and I am sure that some of us will be back there before the club goes back.

A Road Trip to Tokeland???

By Georgia Conti

If there's enough interest, Georgia Conti has offered to organize an overnight trip to Tokeland, WA, later this year. After reading the following, give her a call or send an email to weigh in on the options identified below and she'll tally up the responses to determine if it's a no go or a go and



when. She can be reached at (206) 937-6076 during the evening or at Antep9@aol.com.

Background: Tokeland is located on the north shore of Willapa Bay, not too far from Raymond and South Bend. The town was named after the Shoalwater Chief Toke of the Chehalis Tribe, who used the land as his summer home. Tokeland is now home to many artists and fisherman and the Shoalwater Bay Reservation and its casino.

Suggested Lodging: The Tokeland Hotel and Restaurant, a national historic landmark overlooking the bay, has 18 guest-rooms. There are rooms with double or queen beds, some

(Continued on page 3)

Inside this issue:

Karting Event	1
From the Chair	2
Book Reviews	4
Future Event Updates	5
Member's notes	6
April Event	6
East Side Drive	6
Roster Changes	6
Classified Ads	7

From The Chair

by André Samson

(Due to a snafu, this column for last issue's newsletter is being printed in this issue.)

There were two things I remember most at the Holiday party. One was the look of relief on everyone's faces when it was announced that I was the new club chairman (dodged the bullet again). The other was how forthcoming many were with gripes, suggestions and hopes for the club. Thanks to those who have given me any feedback, good or bad, about your experiences with the club. Thanks too, to those who have worked for the club in the past and have offered their advice and guidance.

The first thing I'd like to seek is some answers from you. If you don't take the time to write down your answers, at least think about them some, so should I call some night to survey you, I can get your input about your club.

1. List one reason for your interest in Lotus cars, over any other Marque.
2. List two reasons why you sought out a Lotus Car Club, or why you chose to join the Evergreen Lotus Car Club.
3. List three things that would make you want to participate in a club event.

If this gets you started and you feel like writing out or calling me with your own suggestions, hopes, or gripes, bring it on. I have my interests, and will be injecting those. But what are yours?

You will soon have your 2002 Roster. Please check your information, if there are corrections please send them to Jim Taylor (jimtaylor@seanet.com). We might put out a mid-year update after July.

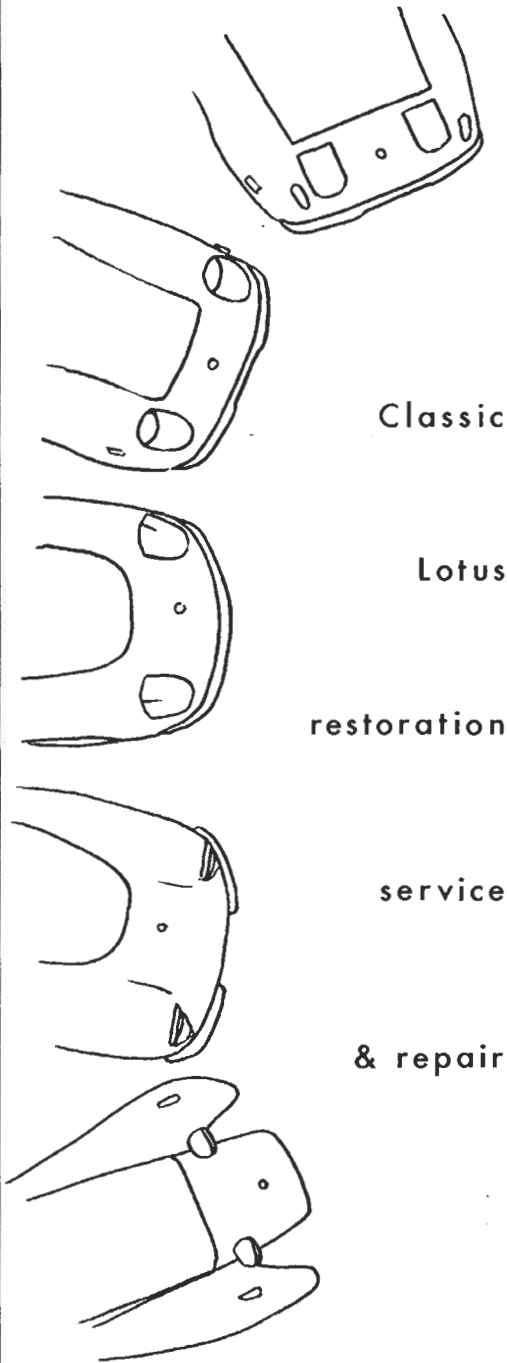
We've been updating the web site. It is still at <http://www.elcc.org>. Our events schedule has been posted for a couple of months. It has the most recent additions or changes to events that we know about. The print out version of the membership application is available there if you know of someone who might want to join. Thanks to Mark Clear and Alan Perry, for technical support and content, Dave Billings, David Caley, Randall Fehr, Dan Morrison, and Jim Taylor for content.

We have a few ELCC 2002 Photo Calendars left. Contact Jim Taylor if you haven't bought yours, or one for that Lotus friend (fiend?) of yours.

As I've been planning the 2002 event calendar I've been trying to fit our events around the other major Northwest British automotive events. Weekend conflicts are inevitable, consider them alternatives, but I'm trying to keep conflicts to a minimum. The Event Calendar on the newly updated web site has a number of listings, both participatory and spectating. There are a number of events from on-road rallies to on-track lapping days for you to choose from. So get out and enjoy driving your cars. If you want to host an event during one of the months available contact me. Also, I'm asking anyone who is inclined, to contribute to the Member's Notes section of the newsletter. If you talk with another member and have a bit of news to pass along, please email or call me with a couple of sentences to a paragraph.

Hope to see you at an event soon.

André Gene Samson



Randall Fehr Restorations

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(Tokeland, Continued from page 1)

rooms with two double or queen beds, one room with two twin beds, one room with a single twin bed, and one room that is rumored to be haunted. Rates during the high season are \$65 double occupancy, \$55 single occupancy and \$10 each for extra persons in a room. Oh, bathrooms are down the hall – none of the rooms have private bathrooms.



The restaurant: A banquet menu is offered with entrees (most items are \$11 but a couple run \$16-18) such as baked meatloaf, oven-fired chicken, grilled salmon, their famous cranberry potroast, and daily specials. They also have a non-banquet menu. Desserts include homemade blackberry cobbler and various pies. They are able to prepare meals for anyone with special dietary needs. Breakfast (\$6-7) and lunch (\$7-8) menus provide a selection of goodies, such as freshly made biscuits, eggs benedict, pancakes, eggs any way you want them for breakfast and crab/cheddar sandwich, soups, chicken salad with fresh fruit among the offerings for lunch.

It is a no smoking facility. There is no bar but beer and wine are served.

Dates: According to the club calendar, a trip in August or October would not interfere with other club-sponsored activities and the weather would be more in our favor - we might be able to drive our Lotuses. Less of a chance of rain, if one can predict this sort of thing! For the following options, please indicate any preferred weekends.

Option A: August -

Option B: October

Itinerary: Having never driven a Lotus before, I am really not the best person to put an itinerary together for this trip and would welcome your help to devise a good route.

Option 1-A: Take I-5 to Exit 104 (Olympia) to Highway 101 and Aberdeen. From Aberdeen, follow the signs south to the Westport Highway 105 exit. At the Westport junction, follow the highway signs to Tokeland.

Option 1-B: At the Westport junction, we could go to West-

port and drive the coast loop to Tokeland.

Option 2-A: On the following day, we could return home the same way we came.

Option 2-B: Or, we could drive to Raymond and take Highway 6 back to I-5.

Option 2-C: Or, someone has suggested a much longer route - driving from Aberdeen to Forks and around the Olympic Peninsula to Port Angeles, Bainbridge, and Seattle-area.

Other activities: Bird watching, boat ride from Westport, time at the casino, exploring the beach, kite flying, not doing much of anything except hanging around with each other. The Fireplace Room, a cozy room off the lobby, is the perfect place to curl up on the sofa after a hard day's drive. You can enjoy the fire, read a book, or just relax. Board games, cards and jigsaw puzzles are available. Because there is supposedly a haunted room (#3 for those of you who don't want to sleep in that room), we might consider playing some sort of mystery game or Clue.

Option C: The proprietor of the hotel says that the community would love to organize an event to highlight the cars if we'd like to showcase them. Would you be interested in staging a brief car show?



Book Reviews

by André Samson

With my limited budget I've been convincing myself that buying another book will help me get started on the reconstruction of my Seven. Books do help inspire, and educate, which all helps in planning for the day when I start cutting metal chips. I recently purchased a few books toward the Seven Project.

First was a Mercian re-print of the Seven classic, "Legend of the Lotus Seven." This has long been on my "should I or shouldn't I" purchase list. The reason I wanted to buy it was for photos and descriptions of strengthening the Seven frame. Short of dimensioned drawings there are a lot of helpful photos. The reason I didn't want to buy it was that I already had "Lotus Seven" by Tony Weale, "Lotus and Caterham Seven" by John Tipler, "The Lotus and Caterham Sevens" by John Coulter and "The Brooklands Gold Portfolio for the Lotus Seven. Quite a bit of Seven information. But maybe not all of it.

Searching the Web found used book sites with original editions of the book from \$125 and up. I didn't need the book that bad. But "books4cars" was continuously listing a reprint on eBay, starting the bidding at \$29.95. A screamin' deal. I drove to their retail location in South Seattle. That was where the dilemma really hit.

Mercian is not re-printing this book or the "Lotus, Sports GT and Touring Cars" title. They are photocopying and binding in hard bound covers with original, though poorly reproduced book jackets. The paper is similar to the high clay content paper found rolling out of many old faxes. The reproductions are disappointing with many moiré patterns, with photos graying out or darkening. Having emailed Dennis Ortenberger, he reported the first edition was not offered for revision. Hence, original mistakes are included in this reprint. This is a very disappointing reproduction.

At "books4cars", I spent an hour looking at other books, deciding whether to buy it or not. Finally I did decide to buy it. About \$36 with tax. I wanted the information, and figured if I found an affordable original at a later date, I could give this copy to a teenager who needed some British car corruption. I think a better course would have been for Mercian to re-print with a press, soft bound, for about the same price. Unless you really need to have them (as I guess I did), I'd recommend to look through a copy, analog in your hands, to make sure you can deal with the much lower quality, before buying.

The second recent purchase was "Build Your Own Sportscar for £250 or less, and Race It." This is the second edition of the Locost build manual. For those not familiar, Ron Champion designed a Lotus Seven replica that he had high school students build in his high school automotive engineering class. The idea caught on to the point that in England, there is a racing championship for Locosts. I'd

had the first edition, but gave it to a sixteen year old, who needed a bit more British car corruption, his Father having gotten me started club racing back in 1984 in his Ford Lotus Cortina.

The second edition is corrected, updated and includes a chapter on modifications to make if you are going to race your Locost. This book is a generally good procedure manual on how to build a car taking the major lumps from a donor vehicle. The paper is better than the first edition, there are color dimension drawings, and a chapter written by a 55 year old fellow in England who built his car with occasional help from friends, though he is confined to a wheelchair. And I can't get myself into my unheated garage in the middle of winter? The only disappointing point of this edition is because of newer one car builder regulations and laws, some of the parts required by England's officials mean less period looking lights and accessories can be used. This makes the newer cars more like the Caterham of Locosts, than the Lotuses. A little less charming.

The third book I recently purchased also was printed on a photocopier. It too, is hardbound, but with no fancy jacket sleeve. It is the 403 page "Lotus Seven SII Workshop Manual" published by the Lotus Seven Club Deutschland. This was recommended by John Watson of the Lotus Seven Register when I emailed him asking if a third edition of "Lotus Seven Owners Manual" (Workshop Manual) recently on eBay would cover my Series III Seven. That original went for over \$300. More proof eBay is a sellers market for now. The Club Deutschland book is a photocopy of a number of sources. Though some information doubles up on the Brooklands Series, i.e. reprints of magazine articles, the rest of the book makes it a great value, for those not

with an original factory manual. There are two master parts lists, original advertising and promotional letters from Lotus, the Series II factory manual with Series III supplement, and a large number of photocopies of original glossy photos reproduced 10 x 7 inches on a photo quality copier. These photos alone give detail not even Weale's book covers as clearly. I'm not sure I could choose if I had to recommend between the Club D. or Weale book. It is a shame this publisher is under a dark star. This book compliments Weale nicely.

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Future Event Updates

by André Samson

Jim Taylor and I were present at the first of three annual ABFM planning meetings Feb 28th. The last planning meeting is April 25th, then, the day before the event is a "walk through" at BCC. Land Rover is the featured Marque for this year. Unfortunately by the time you read this the deadline for class changes will have passed. Though some club members have expressed the desire for changes, the numbers so far do not point to this happening.

I also was at the SOVERN Guild Car Corral planning meeting March 5th. The feature for this year's race is the 50th anniversary for the Corvette and they expect a lot of big American Iron (if it isn't raining). They have addressed parade lap issues that arose last year. If you are thinking of, or are certain that you would like to participate in the Car

Corral and parade laps please let me know as soon as convenient. We have a block of 20 tickets, 10 Corral Car/Driver tickets, for Saturday and 10 for Sunday. Tickets are \$20 each day. Passengers should buy General Admission tickets, \$20 each day at the gate. Contact André Samson to get your Car/Driver tickets. We will again have the shady side of the corral, under the tall pines.

The Raceway gates open at 8 am and you must be in the Corral by 10am, unless you are traveling from a great distance and have made prior arrangements. This year the organizers are planning to offer rides to the SOVERN volunteers during the parade laps. If you are driving solo and would be willing to give a ride to someone helping SOVERN contact the corral organizers after you have parked in the Corral.

Also in this issue, please look for early information on May's Eastside Drive from Alex Phillips, and a possible Washington Coast overnight trip from Georgia Conti.

4th Annual Run to the Gorge

(Puget Sound British Automotive Society)

May 25-26, 2002

4th Annual Car Tour and Rally

We will be leaving from Jaguar of Tacoma, located in the Fife Auto Mall, just west of I-5. From the North take I-5 South and exit at 136 turn Right to first Signal turn Right onto Pacific Highway go North about 1/4 mile dealership is on the Right. From the South take I-5 North exit 136B go over Freeway turn Right on Pacific Highway go North 1/4 mile dealership is on the Right.

The 4th Annual "Run to the Gorge" is open to all Cars. This tour, on your own, will take you South through the back country to the Washington side of the Columbia Gorge, to our final destination at Hood River Or. The Hood River Inn will be our host hotel. We have arranged a dinner where we will have the opportunity to go over the days events and award prizes. 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 like Kelso, Napavine and Onalaska. **This 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.

You will arrive at the Inn around 3:00pm and have time to take a dip in the pool before meeting for Cocktails and Dinner. Can't stay overnight? You can still join us for the Drive only or stay for dinner and you could still be back in the Seattle Area by Midnight.

Hotel Accommodations

The Hood River Inn is holding rooms for Saturday night, to make reservations please call 1-800-828-7873 You must mention the All British & Classic Car Tour to get the group rate. Please make reservations early, as rooms are only being held through May 1, 2002.

Event Schedule

May 25, 2002

9:00am Drivers Meeting/First Car Out
4:00pm Approx. Arrive at Hood River Inn
6:00pm Cocktails, Dinner and Awards Gorge Room, Hood River Inn

May 26, 2002

10:00am Hotel Parking Lot Drivers Meeting

Memorial Day Weekend

Questions

Contact Arnie Taub (425) 644-7874 or by email at ataub@worldnet.att.net / Sign-up: <http://www.abfm.com/signup.htm>



Member's Notes, compiled by members

- * Phil Jones has his recently acquired like-new Europa Special back on the road. He sold his orange Europa S1- the famous one with a lace stripe.
- * Gerry Snow's Elan S3 S/S is back home from the paint shop. He plans to freshen the engine and suspension and might get the chassis done this summer.
- * Michael Standing Wolf missed corner working at the Daytona 24 Hours this year. An injured back kept him home. Get well soon.
- * Alex Phillips had the rear body work repaired on his Esprit V-8, and is back on the road. He has been working with a mechanic in the Woodinville area he is satisfied with.
- * And a Welcome to New Members
 - Brad Green, Seattle, 1964 Morgan
 - K. Dennis Wu, Seattle, 1998 (circa 1965) 289 FIA Cobra

April Event

ELCC Gather at the SOVREN Defrost Kickoff Races at Pacific Raceways, Kent, WA

On April 20th we will gather at the SOVREN Defrost Kickoff Races at Pacific Raceways. Unlike SOVREN's July event later in the year, this is a Friday Test and Tune, with races on Saturday only. There are no races on Sunday April 21st. Tickets are \$8 at

the gate.

This will be an informal ELCC meeting. Look for club members in the racing paddock and turn nine grandstands around 10 am. Some of us will be there all day. Rain or shine.

Contact André Samson for more information or check the web site for late changes.

Changes to the ELCC Roster

This year's roster will have a few more pages than years past. As communications have gotten more electronic, there have been more and more members with email addresses. To accommodate this, there will be a separate section for member names and their email addresses.

A couple more pages will be added to hold 'The Neighborhood'. Basically, this is a list of members and roughly where they are located. This is broken down into eight 'Neighborhoods', like North of Lynnwood or East of Lake Washington. The idea is to quickly locate other members that live near you, for say, carpooling to an event.

The roster should be arriving at a mailbox near you in early April.

Eastside Drive

Celebrate Colin Chapman's 74th birthday the best way possible - by driving a Lotus!

On Sunday, May 19, the ELCC is having a drive from Monroe to Snoqualmie Falls.

We'll gather at the Safeway Parking lot in Monroe at 12:00 PM, then drive on various 2-lane highways up to Snoqualmie Falls. From there, you can get on I-90, see the falls, go golfing, or find some exciting way to get back home.

Total drive time should be under 3 hours, and we can stop along the way to pick up ice-cream or just have a break.

The organizer of this drive is Alex Phillips, and he can be reached on his cellular phone: (206) 200-3653. Please call at any time if you have comments, questions, or suggestions!

Safeway information:

19651 Stevens Pass Highway (Hwy 2)

North side of the street
Monroe

ELCC 2001 Event Calendar

April 20, SOVREN Defrost Kickoff Races

May 19, Eastside Drive

July 5-7, Lotus Car Corral, SOVREN Vintage Races

July 27, ELCC Awning at the W. Washington ABFM

August 24, Event TBA

Sept. 14, Olympic Peninsula Wine Tour, - WA

Oct. 12, ELCC Event TBA

Nov. 16, ELCC Event TBA

December 7, Annual Holiday Party



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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

Questions? Please contact the Editor.

Parts Wanted

For 1968 Seven Series III. Seeking LHD front frame from foot boxes forward to graft to skinned rear tub. Series II ok. Skinned or not. Pedal bracket for hydraulic clutch and pedals. Engine brackets for X-flow. Front anti-roll bar and lower a-frames. Rear axle a-frame and locating rods. Petrol tank. Headlight buckets. Windshield frame. Handbrake lever. Caterham reprint of Seven Manual. Andre 206-528-8141 or andre_gs@compuserve.com (WA)

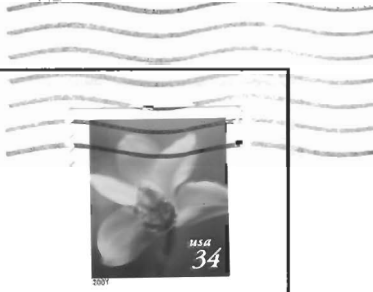
For Sale: NOS Elan S1/S2 body and Galv. Chassis

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. \$7000 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. Dan Morrison (danmo@yahoo.com), 425-379-6330 (h)

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



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

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



Please Note: This Will be the Last Issue of Lotus Lines

Due to the high cost of printing, poor quality control, dwindling membership, lack of material, non running Lotus cars (and no reports of progress), and circumstances beyond our control, this will be the last issue of the club newsletter.

Unfinished projects amassing have taken priority over the newsletter, so the decision has been made to discontinue this newsletter until all non-running cars are running and back on the road. From what we know about Lotuses, we know that is impossible, so in effect, this will be the last newsletter published.

Miracles have been known to happen...in the event that all projects are completed and not until such time, this newsletter will cease to exist. A fading memory (along with the editor's) we hope you have squirreled away your back issues so you will have something to refer to when you start going into newsletter withdrawals. Cold turkey is no fun.

I personally know of several projects that are hindering this newsletter's progress and am willing to share in the responsibility for its demise. I would also be willing to accept any assistance in preparing these projects for any type of completion to ensure that the newsletter issues continue. This is by no means a small task. At last count, there were at least six projects that need help.

I'm sure other members are facing the same dilemma and would not want to be singled out, so I am willing to extend the same courtesy to them (after all my projects are completed, of course).

So it is with a heavy heart that I bid adieu...

RECEIVED
APR 03 2002

And also a happy April Fools!

BY: _____