



Lotus Lines

Evergreen
Lotus Car Club

August 2002

Pacific Raceways Track Day

By Don Driftmier

I have to admit, it was great. Accelerating from a corner, turbo boosting impressively, shifting, still accelerating and shifting again into 4th, at 120 mph positioning for the next corner, braking hard and flying into the long sweeping turn #2 with absolutely no fear of blue light in the mirror. I had heard about the track day only four days before. I had never been to an event like that before and had only been to Pacific Raceways once and had never actually been on the track. I was actually quite apprehensive about it for several reasons; the fact that I would have to get up at 5:00 am was certainly part of it. Also knowing that it was actually a Corvette event, not a Lotus event made me a little cautious too, not being sure that I would be welcome.

I arrived at the track assuming that I would probably not know anyone. Someone directed me to the front for an inspection, and there was Andre standing there waiting to inspect my car. It was very good to see a friendly

"Lotus" face and I felt a lot more at ease.

As for the actual time on the track, my goal was to learn, not just drive fast. I had an instructor with me every time I went out on the track. I would recommend a variety of instructors rather than just one. Some were certainly better or more helpful than others were, but each was able to give me help, and I certainly needed a lot of it. Unfortunately not all drivers are even close to the same skill level, nor are the cars equal. This made for quite a bit of congestion in the "Beginner Group," especially when they put the "Advanced Beginners" on the track at the same time. I think there were about 25 cars out there which was a bit of a hassle, either letting faster cars by in the designated areas or getting stuck behind a group of slower cars. Traffic ended up being a lot more of the focus than I had hoped.

I also went out with a veteran racer for a session; he had a brand new Corvette Z06. I will tell you it was pretty wild; you meet a guy in the pits, make some small talk and all of a sudden you find yourself hurtling toward turn #2 at 130 miles per hour with no idea of his skill level or the cars ability to

maintain a four-wheel drift. It was very fast, kinda scary and very, very fun! In fact I think it was the highlight of the day for me.

I am very glad that I did take my car and participate in the track day and it really was fun, but unlike a lot of the people there, I think I baby my car too much to abuse it like that. I have wanted a Lotus ever since I can remember. I had always liked the Europa and had an HO racetrack and the Europa was always my favorite, and yes, I still have it. But when I saw my first Esprit I knew I had to have one. It took a long time, but I bought my dream car on my 39th birthday a couple of years ago. I drive it a lot and try to do all my own maintenance on it, though fortunately it has required very little so far. I have driven it hard at times, but usually for short periods of time. With new tires on it and the day being very hot, I decided I had left enough rubber on the track and actually did not go out for the last session, instead I loaded everything back in my car, sat in stands and took some pictures.

Weekend at the SOVREN Historics

By Fred McDonald

Our weekend at the SOVREN Historics went well. By that I mean that the 51 ran consistently, except for the last race. That does not mean that we had a problem free time. The first happening was the temperature gauge started to read erratically and then quit working. But hey, we don't need no stinking temperature gauge. After all, this *is* a Lotus. What could go wrong by not knowing the water temperature?

The rest of the time was uneventful until the last day...the starter would not work. We push started to make the first session. After, we found that the relay would click but would not supply voltage to the starter. We proceeded to take it apart. We got to where a soldering iron is needed. Since we did not have one, we reassembled the relay and reinstalled it. We must have startled it. The relay com-

menced to work.

All was not good. On the formation lap for the last race, the car would not run above 2000 RPM. I limped back to the paddock, turned the engine off and waited for the crew to bring the trailer. By the time they got back, it was raining hard. I went to start the car, but it was completely dead. Later, at home, I found a loose wire to the relay that could account for the last race problems.

The car has been starting and running strongly in my driveway since then.

Fred McDonald

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From the Chair

My god there has been a lot of Lotus this last month. The SOVREN Historics and our Car Corral, the Portland Historics, with bonsai drive to and from in a day, The Corvette Marquee Club School Daze at Pacific Raceways July 17, and the ABFM.

Starting with the SOVREN Races. Two days of qualifying and races, and for our non-racing club members two days of Corral and camaraderie. Saturday's weather was glorious and the Corral full, estimates of over 250 cars. We had 11 cars in the ELCC section, though only because we were able to swap out John Schneeman's 23 for an afternoon appearance of Craig Schuck's Esprit. Also in attendance, Randall Fehr's S3 Elan DHC, Alex Phillips' Esprit V8, a trio of Europas including Dave Sherman, Gary Holt, and Roger Crowshaw's Shazam. Ralph Neil brought his Caterham 7 (both days) and John Christenson brought his Westfield SpA. The prettiest Periwinkle colored car was David Caley's 1963 Elite. Sunday Alan Perry brought his much-admired Elise; Don Driftmier his late model Esprit, Doug Jackson his later Elite, Non-members Chris Muhli and Greg Stoneking brought Caterhams. I drove John Schneeman's Elan both days. Too, member Bob Wells did the most honorable thing and worked corners.

The race paddock was lousy with Lotuses. Club members Wilkensons' Seven and FV, Fred McDonald's 51 Formula Ford, Mark Green's 18 Formula Junior, and Karen Gaston's Elan. I'll apologize now to Karen for not having included her in previous reports. It wasn't until mid July I put her Elan's car "face" to the Roster name. (Note to self: phone calls to "meet" every member listed in the **Roster not already known.**)

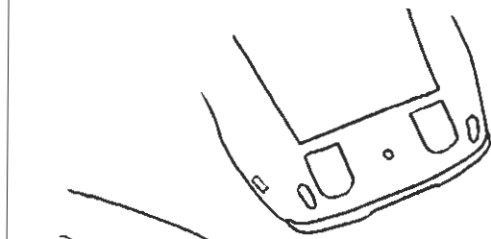
Saturday's Parade Laps were disappointing. Large numbers of cars, and our group being third left no time and the laps were curtailed. Shortened to $\frac{3}{4}$ of a lap, enter from the Hot Pit exit at turn 8, worse, there was a back up from 5A to the exit so it took 10 minutes to complete the last half a lap. Even then cars were stopped in lines three abreast in the turn 8 exit just to allow the first race of the afternoon to get under way. Yes, disappointing.

Sunday our group was scheduled to go last again, but those who were at their cars went out first. I lost track of time talking with a friend while enjoying lunch and missed the club entrance for the parade laps. Jamie and I snuck in between the Chevys and Porsches in the last group and she got to feel a little bit of why I love driving. With a hundred fewer cars to direct on Sunday, all groups got three full laps. And with all that horsepower ahead of us, there was occasional open track to clean the cobwebs out of the Webers. Thanks again John.

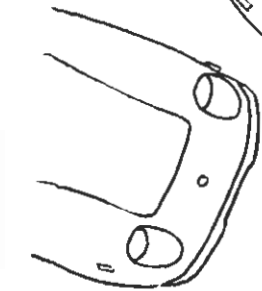
David Caley has posted digital photos of the Car Corral (and ABFM) on the web (though not at our site). Email David if you would like the web address. It's too cryptic to type in here.

In a last minute "let's drive the damn things" mood, John Schneeman called to make a one-day visit to the Portland Historics. He in his 23, Chris, a friend, in the Elan, and I in the Caterham, drove down and back in one Saturday. Though it was mostly freeway driving, it was still quite fun. It was disheartening to see Karen Gaston coming in on a flat tow with a dusty car and a quiet squeak from the rear corner of the Elan. Fortunately it was only the result of a spin to the gravel trap at the chicane. No harm done and the car continued the rest of the weekend.

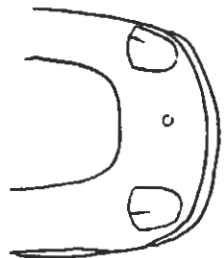
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Classic



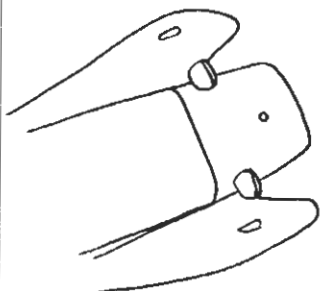
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Member Notes

Bob Bentler was spied at the SOVREN Historics cruising the race paddock.

At the ABFM, Richard Boyd seemed wistfully inspired to get to work on, or at least start the motor in his 1969 S4 Elan. Hope the inspiration helped get the ignition key turned.

Doug Jackson and his 1976 Elite were roadside on 99 North by the rail yard south of Safeco field. Hope he had just stopped for a cell phone call. But great to see a Lotus being "daily driven".

Bob Wells was getting to enjoy Lotus racecars in the race paddock at the Portland Historics. No worker he, that weekend.

Jeff Holy brought his 1978 Esprit all the way from Spokane for the ABFM. That should make you local members

with running cars who didn't make it a little bit guilty.

It was nice to see Alice Larson at the last Officer's Meeting. Her input was valuable to me.

Jess Marker made a brief appearance at the SOVREN Corral. Though I didn't get to talk with him or even find out if was driving a Lotus for the day.

Dave Billing's Elan is mid-restoration. Brakes and suspension bits are to Randall Fehr, the motor and gearbox are about done, and the first phase of bodywork is done. Paint and re-assembly are not far off.

Bob Cross and Dan Morrison were seen at the ABFM, alas sans Lotuses.

Member Brad Green was seen on Saturday's SOVREN Parade Laps, alas driving a Porsche 356 Coupe. Not the shabbiest of non-Lotus rides.

Lin Hayashi showed up at the ABFM. He has a couple of British cars for sale. Of concern, one is his 1977 Ca-

terham. Don't do it, Lin.

Met Pete Lovely at the SOVREN Historics. I was amused to find we had one thing in common; we each have raced Lotus Cortinas. Granted, his was a works car in the actual time period they were campaigned. I in Conference in 1984.

Paula McCoy, Jim Taylor and Nancy McCraney were doing the honorable thing at the ABFM, working as volunteers.

Michael Standing Wolf was about at the ABFM too, with club event suggestion in hand.

Too, I got a brief conversation with Steven True at the SOVREN Historics.

Caption correction from the last issue. A red Lotus Elan was listed in the previous issue as that of Chuck Hart's Elite. The car is in fact Olympia resident but non-member Bill Hegy's 1966 Elan at the SOVREN Spring Sprints.

Calendar Photo Selection

By Alan Perry

Join us for the annual calendar photo selection meeting.

This year we are doing things a differently. First, we are selecting photos earlier in the year so the calendar will be ready in plenty of time for the holidays (as well as the West Coast Lotus Meet at the end of October). Second, we are selecting photos earlier in the day so that we have time to go for a drive afterward. I will also be announcing some of the other changes coming up in the future at the meeting, so you don't want to miss it (well, actually, you will also be able to read about the changes in Lotus Lines next month, if you can't make it to the meeting).

So, bring your any photos that you think would look good in the calendar. They should feature a Lotus or an interesting Lotus clone or anything else that you think you can convince everyone else should be in the calendar. Color or B&W? Digital or film? Your choice, but it makes voting easier if you bring a print. You should try and avoid photos that someone else took unless you can convince me that the photographer gave permission for the shot to be used in the calendar.

If you are bringing digital version of the photo, obviously the higher the resolution the better. Almost any format is fine (I

should have a tool that can figure it out). If you are bringing a print-only version of the photo, please try to bring as large a copy as possible so it scans in better.

At the meeting, we will layout all of the photos, select an appropriate number to go in the calendar through a vote, then go for a drive.

If you have any questions, send me e-mail or call me.

Directions to Dan's House

From I-5:

Take Exit 186 (128th St SE)
Turn onto 128th St SE heading East for ~4.3 mi (128th turns into 132nd SE)
Turn RIGHT (South) onto Snohomish Cascade Dr (This will be the entrance to the "Falls", and there is also waterfall here) for ~1.0 mi
Turn RIGHT onto 61st Dr SE for ~0.2 mi
First house in the cul-de-sac on the right just after the mail box stand

From I-405, merge onto I5 North and follow directions above.

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

(Continued from page 2)

Too I got to meet, and follow on the parade laps, Portland ELCC member Jon Lexau, in his 1990 Esprit SE.

Wednesday, July 17, three club members brought their cars, and their willingness to learn, to the Corvette Marque Club School Daze lapping day at Pacific Raceways. Alex Phillips and Don Driftmier brought their Esprits, and Chuck Conti brought his Elan. It's always enjoyable helping drivers who are starting performance driving. All four drivers (a friend of Alex's, Mark, shared his Esprit) showed significant improvement and enthusiasm for the art of driving. And it was an honor to get to drive their cars and help show them the way around Pacific Raceways. Look for Don's notes of the day in this issue.

Our pre-registration list showed 11 cars for the three Lotus categories at the Western Washington All British Field Meet, July 27. Day of, produced 18 (I think) at final count. A bull ring

full of Europas, two early Elans, five Esprits, an early and late Elite, and four Caterhams nearly filling our parking section. Chuck Hart's Elite was in the racing section and Park Place Motors brought the orange Elise. Class results are unknown at this writing, but again photos are on the web. Contact David Caley via email.

At the ABFM I got to meet Scott Deane and family. He was quite helpful when new member Don Driftmier needed opinions about engine work on his Esprit. Nice to see a helpful hand reach out when a member requests help.

Gary Holt has done a terrific job getting the new embroidered shirts produced and in stock. \$30 at a Chairman's home near yours.

I realize this is last minute, but the August meeting will be the Photo Calendar Photo Selection, Saturday, August 24, at Dan Morrison's home. Afterward I'll be leading a drive east and north of Monroe on some roads I

found motorcycling.

Too, another last minute possibility. Graham Willie at Park Place Motors has alerted me there might be a visit from a Lotus Company Official. Evidently this person will be swinging through Seattle at the tale end of a trip, and might be able to spend a few hours with Lotus enthusiasts some weeknight at Park Place Motors. Graham will be in touch with me if can pull something together, and I will send out an evite for those online. Too I will post some info on the web site. Then we might have to organize and activate a phone tree to get the word to everyone not online.

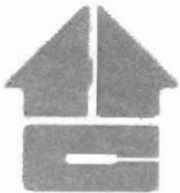
Is anyone planning on going to the West Coast Lotus Meet? And or taking a Lotus from here?

A couple months of driving weather still ahead. Get out and keep the water pump seal lubricated.

Andre

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Esprit: clutch line retro fit

By Don Driftmier

Driving home in first gear was the last straw; at least it does 50 MPH in 1st. My '95 Esprit S4 had been getting harder and harder to shift in warm weather. The hydraulic clutch line was stretching in the warmth to the point that the clutch would not fully release. At first I thought it was just an adjustment but then I saw that the red plastic line went the entire distance of the car. Obviously, even the slightest expansion over such a long distance would cause problems.

I ordered the braided hose kit from Dave Bean for \$140 plus shipping. Of course it arrived with no instructions at all. First I checked to make sure that the fittings would fit and that the line seemed long enough. Then I committed myself to the project by clipping the old plastic line and removing it. I would recommend having

a lift, but it is not necessary.

I dropped the lower cover and threw some detergent on it, so it would easily clean up for replacement later. The front hole in the body through which the line passes is much easier to get to if you remove the front left tire. The hole is under all the brake lines so you have to install the new line from below. I pulled out the rubber grommet and had to enlarge the hole a bit to get the new fitting through. I had a little excess line and I made a loop using the electrical relay mount to hold the line down so as to not create a high point in the line. I drilled two small holes in the front crossbeam and used zip ties to secure the line to the beam. Note that if you have excess heat shielding as I did, you may wish to place a ten-inch section along the line between these zip ties to shield the heat from the water-cooling hoses.

There was an enclosed box beam that the old line went through and obviously the pre-made line with fittings already attached would not fit through

the same holes. Instead I just secured it tightly to the lower passenger side of the beam. The old line had been crimped into place before the body was attached and there were several loops welded to the aluminum that I used to attach the zip ties down the length of the chassis. The new line clipped into the two clips at the front of the engine area giving it plenty of room to keep it away from the block. The heat shield that was supplied was too long to fit between these clips to the slave cylinder allowing about ten inches to be used elsewhere as previously noted. Back bleeding is the easiest and can be done with a new or very clean pump type oil can, filled with Dot 3 or 4 fluid. You will need a small section of hose to go from your pump can to the slave bleed valve. As you pump have a friend use a turkey banister to suck out the fluid from the reservoir to keep it from overflowing. I did not need to adjust the clutch, but if you do, the book says you should have 9 mm to 12 mm of threads sticking out past the lock nut.

Don't forget the West Coast Lotus Meet October 24-27, Monterey and Laguna Seca, CA!!

All photos from ABFM courtesy of David Caley



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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>





Event Calendar

August

- 4 BMWCCA Driver Training, Pacific Raceways - Kent, WA
 9 Cascade Sportscar Club Driver Training, PIR - Portland, OR
 9 SCCA High Performance School - Bremerton, WA
 10 SOVREN Speedfair Races - Bremerton, WA
 10-11 ICSCC Race #6, CSCC, PIR - Portland, OR
 11 SCCA, NW Region with Vintage Grids - Bremerton, WA
 17 NW Motorsports Driver Training, Spokane, WA
 17-18 ICSCC Race #7, IRDC, Pacific Raceways - Kent, WA
 24 **ELCC Photo Calendar Selection and Afternoon Drive**
 24 Team Continental Driver Training, PIR - Portland, OR
 30 BSCC Lapping Day - Bremerton, WA
 30 Club Lotus Northwest Track Day, PIR - Portland, OR
 30 ICSCC Race #8-9, TC, Thunderhill - CA
 31 Portland All British Field Meet, PIR- Portland, OR

September

- 1-2 Portland All British Field Meet - Portland, OR
 1-2 ICSCC Race #8-9, TC, Thunderhill - CA
 1 SCCA Solo II, - Bremerton, WA
 7-8 ICSCC Race #10, SCCBC, Mission - Vancouver, BC
 14 **ELCC Olympic Peninsula Wine Tour, - WA**
 21-22 SOVREN Fall Finale Races, Pacific Raceways - Kent, WA
 20-23 Lotus Limited Lotus Owners Gathering (L.O.G.) 22 - Lake Geneva, Wisconsin
 27 NWARC Lapping Day, - Bremerton, WA
 28-29 ICSCC Race #11, CSCC, PIR - Portland, OR

October

- 5 NWMS Driver Training, Spokane, WA
 5-6 SOVREN Maryhill Hillclimb and Concours - Maryhill, WA
 5-6 ICSCC Race #12, IRDC, Pacific Raceways - Kent, WA
 12 **ELCC Event TBA**
 20 SCCBC Enduro Race, Mission Raceway - Vancouver, BC
 24-27 West Coast Lotus Meet, Monterey and Laguna Seca, CA
 25 Cascade Sportscar Club Driver Training, PIR - Portland, OR
 26 Cascade Sportscar Club 8 Hour Enduro Race, PIR - Portland, OR
 26 NWARC Driver Training - Bremerton, WA
 26-27 BMWCCA 2 Day Driver School - Spokane, WA
 26 BMWCCA Novice Driver School - Bremerton, WA

November

- 16 **ELCC Event TBA**

December

- 7 **ELCC Annual Holiday Party**

2003

January

- 7 **Officer's Meeting Wedgwood Alehouse, Seattle, 7pm**

February

- 24 Hours of Daytona - Florida
 Lotus Elite Brunch, Newport Beach, CA, 949-497-3443

Contacts for Further Event Information:

NOTE: Please do not call numbers after 9:00 pm Pacific time.

Car Clubs

- BMWCCA: BMW Car Club of America
 (425) 481-9571
 CMCS: Corvette Marque Club of Seattle
 (425) 486-2309
 NWARC: Northwest Alfa Romeo Club
 (360) 766-4405
 WWSCC: Western Washington Sports Car Council
 (206) 255-0658

Racing Clubs

- SOVREN: Society of Vintage Racing Enthusiasts
 (206) 232-4644
 ICSCC: International Conference of Sports Car Clubs
 (425) 226-1338
 BSCC: Bremerton Sports Car Club
 (360) 697-1761
 CSCC: Cascade Sports Car Club, Portland, OR
 (503) 543-8161
 IRDC: International Race Drivers Club, Seattle, WA
 (206) 781-8199
 NWMS: Northwest Motor Sports, Spokane, WA
 (509) 928-0701
 SCCBC: Sports Car Club of British Columbia
 (604) 824-7277
 TC: Team Continental, Portland, Or
 (503) 645-9058
 VMSC: Victoria Motor Sports Club, British Columbia
 (250) 475-2606
 SCCA: Sports Car Club of America, NW Region
 (206) 292-0500
 SCCA Oregon Region
 (503) 697-9649



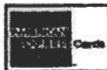

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Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

bags from England. I paid over 350.00 for everything. I no longer need the parts, the car was sold. Any reasonable offer considered. Thanks, Marshall in Seattle. 206-236-4635 or leshklein@attbi.com

Classified Advertisements

For Sale: 1959 Series 1 Elite (#1054), Stage 2, Professionally Prepared for Vintage Racing by Butch Dennison of Pete Lovely Racing, Excellent History, Car is Currently in the Federal Way, WA area and is in Excellent Condition. Call Rick at 253-952-9258 or 206-349-6662, e-mail: liquidgold@mindspring.com

For Sale: 1963 Lotus Elan, Series 1, 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. Asking \$20,000. Maury Montag, 425-391-5359

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 ags58@earthlink.net

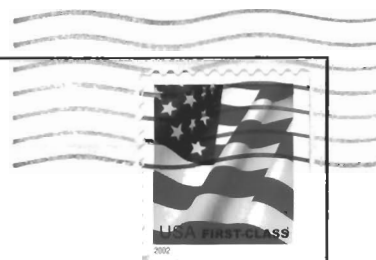
For Sale: '85 Caterham Seven, Original owner, 1700cc super sprint engine, cycle fenders, 30K, alloy/black, \$17000 John Schneeman 206-854-6706

For Sale for 1983 Turbo Esprit: Brand new door rubber, R & L side. 2 Weatherstrip door glass rubber, part # E079U4434F + the two strips that go between window and body. I believe many years are interchangeable. All the parts are brand new in original plastic



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