

Lotus Lines

Evergreen
Lotus Car Club

June 2002

SOVREN Spring Sprints

By Fred McDonald

I have been asked to prepare a review of the SOVREN Spring Sprints on May 11/12. Most people expect a general overview with a Lotus focus. What you get from me is the perspective of having one's head stuck in the engine bay most of the weekend.

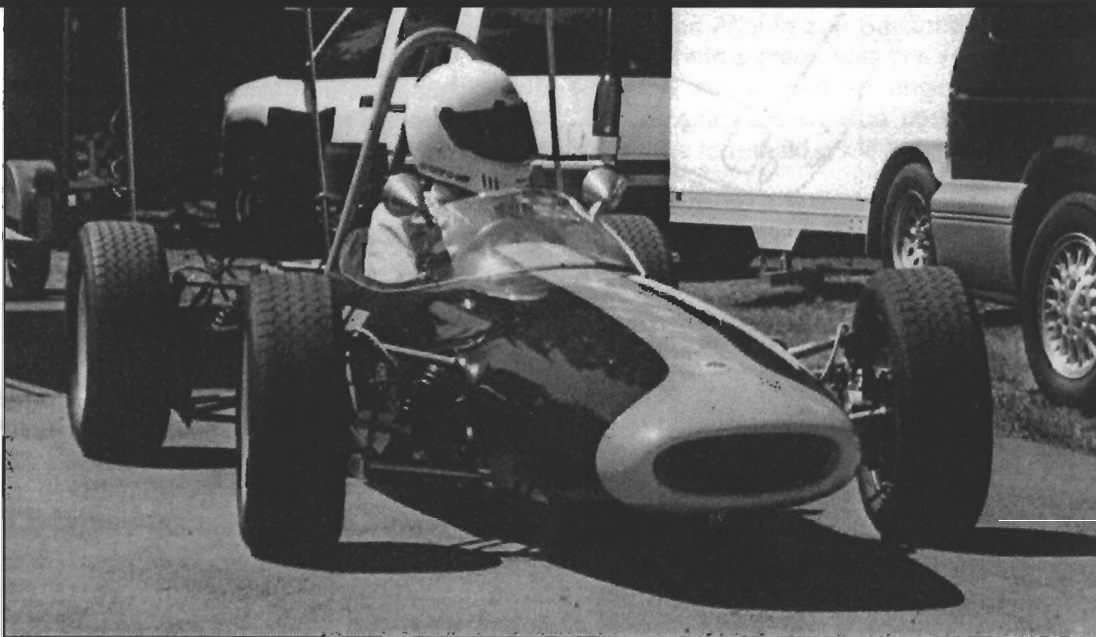
I chose the Lotus 51 Formula Ford for the weekend. Actually, it is the only one running. The good news is that the

problem of the catch tank filling and then relieving itself on the track after two or three laps has been alleviated by changing the breather line. Now I should be able to complete a session. No, I can't. The engine quits running after three to five laps.

This is very similar to a previous problem where the float valve was loose and progressively unscrewed itself, making the mixture leaner until the engine quit. Without the proper equipment, we took the top of the carburetor off and made the rounds of the FF guys until someone could help us. The carburetor was OK. We checked the fuel delivery with the line off the carb. The pump delivered fuel. The engine continued to quit. Well, I got to know the guys in the tow truck.

Another problem that developed in the initial practice session was a nasty nonlinear response to initial steering input. This went away when we changed wheels from the aluminum ones with radial tires to the Monoposto legal stuff. We found later that some of the lug nuts for the aluminum wheels were bottoming out before clamping the wheels tightly. Apparently, they are intended to be used with an additional hub cap thing.

Back to the engine quitting problem. We thought about it Saturday night and concluded that perhaps the fuel pickup tube in the 34 year old tank may have a corrosion hole part way down, preventing fuel pickup below that point. We were prepared Sunday morning to install a fuel cell that has a slight leak. Before doing that, we changed the fuel pump. After all, it's easier to do. The fuel delivery seemed to be better than that of the first



Fred McDonald in his 1968 Lotus 51 leaving for Pre Grid before Saturday's race at the SOVREN Spring Sprints

pump. The engine did not miss a beat all day Sunday. The additional problems that developed were; two of three brackets holding the fire extinguisher broke, the shift lever knob kept coming off and finally disappeared, the coolant catch tank come off, and three of the four RH engine mount bolts came loose with two falling off completely. Glad we caught that last one in time. Now that the car is running and all the problems are fixed, we are looking forward trouble free operation and focusing on fine tuning and suspension adjustments.

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From the Chair

Thanks to Alex Phillips for hosting the Eastside Drive. Look for a report in this issue. And congratulations to Alan Perry for a couple of accomplishments. Check Member's Notes for explanations.

Because we are having an event the first and last weekend of July right now we are not having an event in the month of June. But because the weather has been getting so nice, and the roads are calling, there is talk of having a casual impromptu drive, and since we haven't had an event in the South Sound area for a while we might put together a drive in the South end. If any members from, or South of, Tacoma wants to take us on a tour of their favorite roads, on June 22, let me know and I will put it on the **Web Site Headlines** page, and if we have an email address for you, we'll send an Evite.

Start planning your trip to the **14th Annual Pacific Northwest Historic Vintage Auto Races**, July 6 and 7 at Pacific Raceways, Kent, Washington. We haven't received the physical tickets for the Car Corral yet, but please contact me as soon as possible so I can put you and your car on the reservation list, then get you your tickets in the mail. A self addressed stamped envelope would be helpful. Or arrange a club contact person in your "neighborhood" where you can pick them up after I get them. There is no Will Call (or delivery) Service for Corral tickets, unless you want to come pick them up, hidden under a rock, at my house in Northeast Seattle. Any tickets we don't sell are "donations" to Children's Hospital, so if you think you might want to go last minute try calling me.

We have room for ten cars each day, Saturday and Sunday, \$20 each day for car and driver. If you pay to go both days you can also go to the Friday Practice Test and Tune free.

You have to be parked in the Car Corral by 10am-ish, unless you made prior arrangements with SOVREN. If you are coming from afar, or have to cross an international border, and have alerted them you may be late, they will let you enter the car corral after 10am. But they expect to have two hundred and fifty cars each day to park, and then distribute during the parade laps, and want to limit the amount of moving traffic in the Car Corral after 10am. If you arrive after the parade laps have started you may be asked to pull aside till after the parade laps are finished, and then can enter the corral grounds. Too if your car has any obvious fluid leaks they may disallow you from driving the parade laps. This is for safety of the racers.

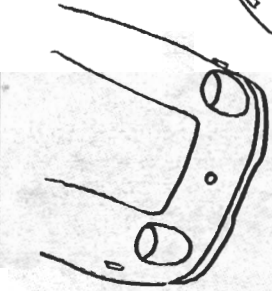
We will again be under the trees, if the trees still exist. Changes at Pacific Raceways are taking place daily, and one plan was to demolish the old office, and possibly cut the trees nearby. More (or fewer I suppose) later.

When you are on the Pacific Raceways access road, look for the lane for cars with pre-purchased Corral tickets. In the past this has been the left hand most lane of entering cars. You'll get stopped at the first ticket booth, but then directed to the Corral Ticket gate where your passengers buy their tickets. Adults: \$20 each day, Children age 7-16: \$5 day,

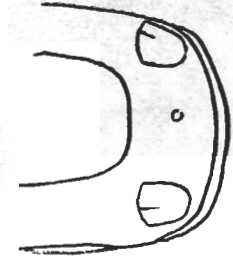
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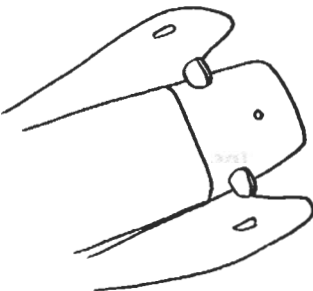
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Member Notes

Compiled by members

Alan Perry writes: My wife had a baby boy last week. Ayrton Jacobs Perry was born on Wednesday, May 1 at 6:43am. (oddly enough, it was the same day and close to the same time that Senna died 8 years ago). 7 lbs. 4 oz., 20-1/4" long. Mother and baby fine.

Also, I competed in the Oregon Trail Club Rallies (supporting event for the national rally held concurrently) on 20-21 April. Ross Foster and I got 1st in driver class (NWR Class 3) in the Saturday rally and 2nd in driver class and vehicle class (PGT) in the Sunday rally.

Gerry Snow was at the SOVREN Spring Sprints and had in hand photos of his newly acquired Lotus 51 FF. Purchased back east the car is now in Washington State. Too work continues on his S3 Elan. And from Gerry we received this email:

Hi Andre,

Time gets away, but I'll try to write an update on my visit to the Walter Mitty Challenge at Road Atlanta a couple of weeks ago.

I saw and photographed several cool Lotuses. Also, my new race car, the 1968 Lotus 51B arrived last weekend.

1995. The trophy was presented by Phil Hill. The car was later featured on the 96-97 cover of the Pegasus Motorsports catalogue. The car was raced in the 1998 historics season at Road Atlanta and Savannah, and then put into storage until this year. I bought the car without an engine, but have recently acquired an uprated 1600 cc core to rebuild. I will hopefully have the



Jerry Snow's Lotus 51b.

A couple photos are attached. This is a well-known car with competition history in England and in the Mid-West in the 70s and 80s. The car was restored in the early 90's and won a Formula Car Concours d'Elegance at Road America in Elkhart Lake, Wisconsin in

car ready late this year, and plan to race in SOVREN events next year.

Needless to say, my Elan restoration project has slowed a bit. Following

(Member's Notes, Continued on page 4)

2002 West Coast Lotus Meet

The Golden Gate Lotus Club is pleased to announce. . .

West Coast Lotus Meet - 2002

October 24-27 (Thurs-Sun) Monterey, CA

In conjunction with SCCA Fall Vintage Races honoring Lotus, Oct. 25-27, Laguna Seca Raceway

WCLM 2002

The 2002 WCLM will be held in conjunction with the SCCA-SFR Vintage weekend that will feature Lotus. Scheduled are special Lotus races and special Lotus cars.

The WCLM will have a very full schedule of fun and unique events. The Monterey area is perhaps the most scenic area in the North America and is home to not only one of the best race tracks in the world, but is home to top wineries, Lotus-type roads, shopping, beaches, museums, aquariums and so much more.

With Monterey and Laguna Seca Raceway as the backdrop the WCLM will feature 4 days of Lotus events packed to brim.

- Opening Reception
- Tech Seminars
- Wine & Scenic Tours
- Lotus Autocross
- Vintage Race WCLM Lotus Paddock
- WCLM Laguna Seca Track Touring Sessions
- SCCA Vintage Races with Lotus Feature Races
- WCLM Barbeque
- WCLM Casual Concours
- WCLM Banquet & Special Guest Speaker
- The SCCA SFR Vintage Races will include a number of Lotus feature races and other special Lotus events.

Registration and costs will be announced shortly. Watch the GGLC website for the most current info, www.gglotus.org. Plan now to be in Monterey at the end of October to enjoy a four full days of Lotusing! Mark your calendars today! See in Monterey in October!

Contact info: Kiyoshi Hamai at kiyoshi.hamai@na.teleatlas.com

Eastside Drive

By Alex Philips

Six people in five cars participated in the drive from Monroe to Snoqualmie Falls. We ate blueberry muffins and donuts in the Safeway parking lot, so everyone was well fed before getting under way.

Following my Esprit on the drive were Chuck and Georgia Conti in their Elan S3, and Douglas Jackson is his Elite. Phil Jones and Randall Fehr swapped Europas for the trip, and stayed at the rear of the group throughout the drive.

Everyone had a good time and agreed that Old Woodinville-Duvall Road and West Snoqualmie Valley Road NE were the highlights. There were also several comments about the unknown Volvo driver that was startled as we flew by.

Shortly after we arrived at the upper parking lot at the Falls, Dave Sherman and Gary Holt arrived in their Europas - both looking freshly washed and shiny. At least a dozen Falls visitors came by to look at the ad-hoc display of Lotus history.

In driving to Monroe, Randall located another section of W.

Snoqualmie Valley Rd (north of Woodinville-Duvall) that he recommends. The name changes to High Bridge road. Sounds like more driving fun for those of us that live in the north end...

Charles and Georgia had just recently returned from a 3 week trip to Turkey. They rented a Fiat there, and had a wonderful time taking in the scenery. The Elan now has a roll bar, and Chuck is excited about running the car at the next on-track day.

Douglas tried to remove some rattles and groans by replacing the Bushings and bearings in the rear suspension of his Elite. To his dismay, the rattles and groans are still there - apparently a factory feature. None the less, the Elite is beautiful and ran flawlessly on the drive.

Phil had just recently completed the restoration of his Regency Red Europa. The drive was the car's first time on the road since 1983.

After viewing the Falls, some of the group (not including me) went on to Fall City for cheeseburgers. It seems that most everyone was well fed after the drive as well...

(Member's Notes, Continued from page 3)

Randall Fehr's excellent body work last winter, the car was painted this Spring in the original Lotus Yellow. The next task is minor chassis freshening, then an engine rebuild (does anyone offer multiple engine discounts?), and re-assembly. The major expense items on both projects now are the engine rebuilds. Realistically, I hope to have the Elan back on the road in late 2003.

I'll try to snap a digital photo of the Elan in the next day or so and send that along.

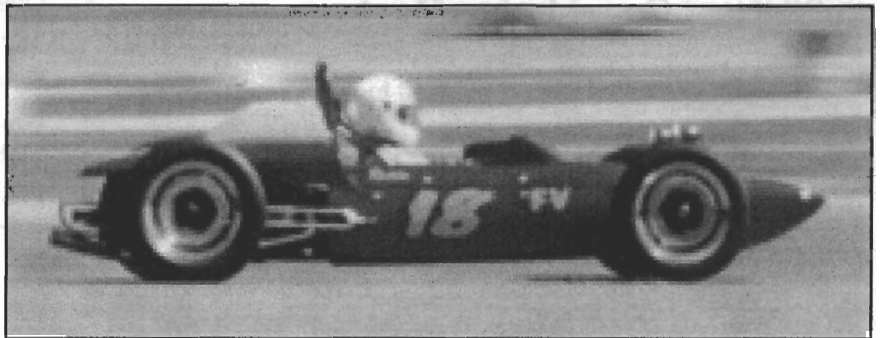
Best Regards,

Gerry Snow
Spokane

The February issue of Vintage Drift, SOVREN's monthly magazine, has a seven and a half page article entitled "Pete Lovely, The definitive portrait", by Janos Wimpfen, with eleven photos, seven period shots. Not easy to find, but enjoyable to read.

Fred McDonald had his Lotus 51 FF at the SOVREN Spring Sprints May 11. Still chasing some mechanical problems the car was on track Saturday. Hoping we can get a report about Sunday.

Congratulations once again to Myles and Retta Winbigler. They both continued to race with SOVREN at the Spring Sprints.



Retta Winbigler in the short shute between 8 and 9 at Pacific Raceways in her 1970 Beach MKVC Formula Vee.

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Editor's Garage

Well, good riddance! I have finally sold the Elan body and chassis (and the "box" they were in) and moved them out of my garage. Final delivery was taken on Wednesday, May 15th. Oh happy day!

With the box was gone, I expected to have a lot more free space, but an area of 5 ft. x 12 ft. does not look so large when you take a really close look at it. Especially when everything that had once had a home on *top* of the box was now taking up the floor space vacated by the box.

I did have just enough room to move things around and get started on something I had wanted to do before filling the garage when I moved in. I did some electrical work and added about a dozen outlets, insulated exposed walls, dry walled and painted after taping and mudding the joints. It's no Taj Mahal, but I hope it will keep me warmer in the winter. It's been a busy two weeks, but I'm almost done. And actually, the work has created more room. With the addition of plywood, the rafters yielded much needed storage space (remember, I am a pack rat!). I no longer have a dozen rolls of insulation taking up space, and I have installed my tire racks on the wall, which in turn has emptied the half dozen boxes they were stored in. So the work continues, and the space increases.

Next on the agenda is replacing the garage door torsion spring that broke (I'm replacing the pair). It will be nice to have a garage door that opens again. Everything I have read says you're in for certain death if you attempt this on your own. If that's true, you'll need to look for another editor for next month's issue.

There's still more work to do in the garage. One project I

will be working on is a car stacker (you know, like the ones advertised in the back of all the car magazines). Nothing fancy, just enough to store the cars and make some more room. I have drawn out plans for it in AutoCAD. My design is based on researching the many different lifts and sort of combining features. Since the commercial lifts are rated for 6000 lbs., I scaled back on the dimensions of the structural members. It looks good on paper, but I'll have to wait and see waffer I get started on it. It's a very simple design using two manual winches to raise and lower the car. A slow process, but I don't plan on moving the cars too often.

So you're probably wondering where I'm going with all this garage talk. Well, ultimately I'm making room to work on Lotus projects; specifically, an early Europa S2. I haven't decided which direction to go with it, but when I get closer to actually working on it I'll have a better idea. I will tell you that the two choices are either a vintage racer or a fun street / mostly track car, more on that as I get closer to working on it.

So for now, it's back to the dungeon for more work.

-Dan



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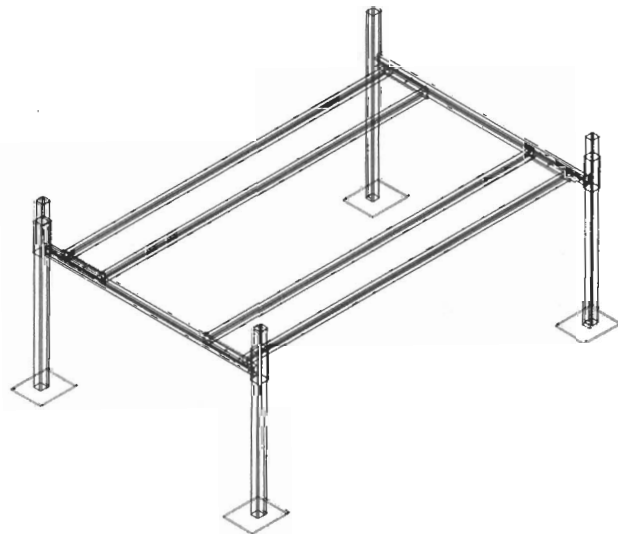
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Membership in the ELCC is \$20/year and is prorated in three month increments. This includes a club roster and a subscription to *Lotus Lines*.

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





(From the Chair, Continued from page 2)

Children under age 6 are free. Expect to have to sign a liability waiver somewhere. But remember you can only get Corral car/driver tickets from the club.

If your passenger seat is available during the parade laps, SOVREN is asking drivers to offer that seat to a SOVREN volunteer, but this isn't a requirement. Check with the organizer at the SOVREN Guild tent after you have your car parked. You will then be on the list.

There will again be Trophies for the "Best" cars entered in the Car Corral in four age categories, 60s and older, 70s, 80s, and 90s and newer. That's the year of manufacture of the car, not the judge or driver's age. Judging is determined by "children associated with the event", and it has nothing to do with how point correct your car is, but how "cool" these young judges think your car is and how welcomed

the child judge feels if they interact with you. So if you're looking for a Best of Trophy consider inviting a child to sit in the driver's seat of your car and as told at the SOVREN planning meeting, "bribery can pay benefits". It's for fun, not for glory.

Take it easy on the parade laps. An "incident" could jeopardize the laps in the future. Bring your patience, all the officials you come in contact with will be volunteers. If you have other questions contact me. But mostly enjoy yourself and the cars.

André

Event Calendar

June

- 1-2 ICSCC Race #4, CSCC, PIR - Portland, OR
- 8 Test Tune Lapping Day with IRDC - Bremerton, WA
- 15-16 NWMS / SCCBC Driver Training
- 21 NWARC Lapping Day - Bremerton, WA
- 29-30 ICSCC Race #5, SCCBC, Mission - Vancouver, BC

July

- 5-7 ELCC Lotus Car Corral at SOVREN Vintage Races, Pacific Raceways - Kent, WA
- 12-14 NVRG Zupan's Historic Races PIR - Portland, OR
- 12 NWARC Lapping Day - Bremerton, WA
- 13 IRDC Driver Training, Pacific Raceways - Kent, WA
- 17 Corvette Marque Club of Seattle School Days, Pacific Raceways - Kent, WA
- 21 Forest Grove Concours - Forest Grove, OR
- 26 Western Washington ABFM Cocktail Party, Park Place Inc., Bellevue, WA
- 27 ELCC Awning at the Western Washington All British Field Meet - Bellevue Community College, WA

August

- 9 Cascade Sportscar Club Driver Training, PIR - Portland, OR
- 10 SOVREN Speedfair Races, Pacific Raceways - Kent, WA
- 10-11 ICSCC Race #6, CSCC, PIR - Portland, OR
- 11 SCCA, NW Region Vintage Grids - Bremerton, WA
- 17 NW Motorsports Driver Training, Spokane, WA
- 17-18 ICSCC Race #7, IRDC, Pacific Raceways - Kent, WA
- 24 ELCC Event TBA
- 24 Team Continental Driver Training, PIR - Portland, OR
- 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 SOVREN Labor Day Races, PIR - Portland, OR
- 1-2 ICSCC Race #8-9, TC, Thunderhill - CA
- 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
- 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

November

- 16 ELCC Event TBA

December

- 7 ELCC Annual Holiday Party



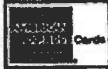

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Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

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 andre_gs@compuserve.com (WA)

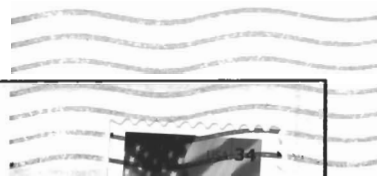
For Sale: '85 Caterham Seven

Original owner, 1700cc super sprint engine, cycle fenders, 30K, alloy/black, \$17000 John Schneeman 206-854-6706



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