

# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
November/December 2002

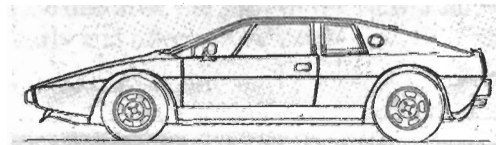
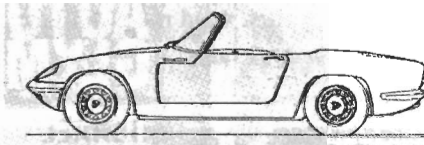
## Meeting at J&L Race Cars

When: Saturday, November 16, 10am  
Where: J & L Race Cars and Restorations  
111A 23rd. St. SE, Puyallup, WA 98372  
253-845-0617 (shop number)

You've seen J & L's big rig tending to a number of customer vintage race cars at the SOVREN and Portland Historic Races. Louie Shefchik will give us a tour of their new one year old racecar prep shop, fabrication tools and services, and descriptions of some of the cars being restored. Continental breakfast will be served.

### Directions:

- Take Hwy 167 South through Kent and Auburn to Puyallup.
- Exit Hwy 167 to Hwy 410 and stay in the extreme right lane.
- Take the first exit from Hwy 410 (Traffic Ave./E. Main St Ave.).
- Turn Right at the end of the off-ramp and drive for approximately one mile.
- Turn left onto 23rd Street. J & L are located near the corner of E. Main Ave. and 23rd Street.
- J & L is in the second building on the left. Look for the street address (111A) on the building.



## ELCC Holiday Party

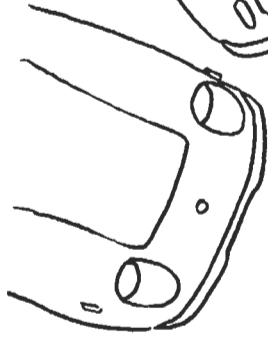
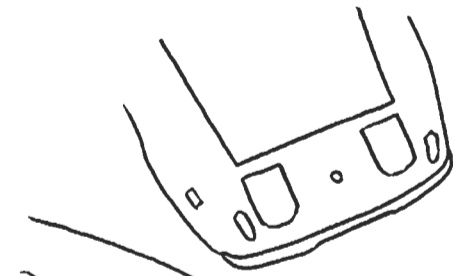
When: Saturday, December 7  
6:00pm, Social  
7:00 - 7:30pm, Potluck buffet  
9:00pm, Gift exchange and other holiday festivities  
Where: Chuck and Georgia Conti's residence  
5106 SW Waite Street, Seattle, WA 98116-2218  
206-937-6076  
DMN1003@aol.com (Chuck's e-mail)  
Antep3@aol.com (Georgia's e-mail)

Potluck buffet and white elephant gift exchange. The latter is optional but truly a lot of fun and you won't want to miss it. Besides, you might even end up with the Bugatti!!

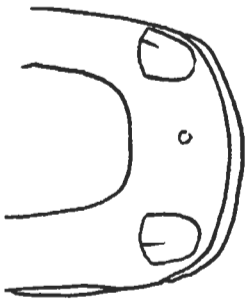
### Directions:

- From I-5 North or South, take the West Seattle Bridge exit (Exit 163).
- From Hwy 99 South, take the West Seattle exit.
- After the high rise of the West Seattle bridge, take the Admiral Way exit, past the exits for Delridge and Harbor. Going up the hill, watch for the nice policeperson who occasionally likes to nab speeders coming off the bridge.
- Continue on Admiral Way, curving around the lookout and through the Admiral Junction (Starbucks on left, Thriftway on right, Jack In The Box on left).
- Cross California Avenue and continue for another 3 blocks to 47th Street SW, which is the start of the downhill to Alki Beach.
- On your right, just past 47th, turn onto SW Waite Street.
- Continue on Waite Street for 3-4 blocks to the dead end sign.

The driveway and area directly in front of the house will be reserved for guests who drive their Lotuses. Otherwise, parking is along the nearby streets.



Classic



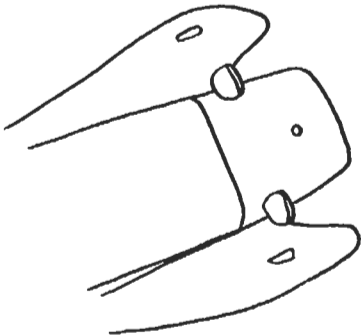
Lotus

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& repair



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**30 South Horton Street  
Seattle, Washington 98134  
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seanet.com/~rsfehr/restorations.html

## **Editor's Note**

Welcome to my second ELCC newsletter. Glad you came back for more. I guess the real test of how well I am doing is how many people renew their club membership in December! Hope to see you in January.

So far, I haven't received any input from any club members on the direction that this publication should take. On the other hand, I am receiving articles to put in the newsletter, so I can't complain. In the meantime, I'll use this space to bounce some of my ideas off of you.

For this issue, my idea is to make the newsletter available electronically.

I deliver the newsletter to the printer as a PDF (Acrobat) file. It would be very little effort to also e-mail that PDF file to club members. This would supplement the paper copy of the newsletter, not replace it. You could then print the whole thing or just print the page with the directions to the next club meeting.

The file size for last month's issue was just under 3 Megabytes. Having a high-speed Internet connection (or lots of patience) would be good. It would also require Adobe Acrobat reader software (free for download from Adobe) to view or print.

If you would like to try this, send me e-mail at:

*alanp@snowmoose.com.*

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

Contact the Editor for business ads rates in *Lotus Lines*.

Contact ELCC at:

Evergreen Lotus Car Club  
P.O. Box 40481  
Bellevue, WA 98015-4481  
<http://www.elcc.org>

The ELCC officers are elected bi-annually and those officers are currently:

Chairman:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(425)788-1900
	dave@bilcoh.com	
Webmaster:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

## From The Chair

This is the first of our two bi-monthly issues. Note there are invitations to two events, one, our November 16, 10AM visit to J & L Race Cars and Restorations in Puyallup, and two, the Annual Holiday Party with gift exchange at the Conti's in West Seattle, December 7 starting at 6PM. Also, remember any announcements for February will need to be in early for the Jan/Feb issue.

We had a large turnout at Randall Fehr Restorations. Fred McDonald and Randall had made a connection via a web list with foreign visitors. See the report in the next issue. And thank you again to Randall for offering a tour of his company's projects.

As driving season weather changes from warm to cold, I've changed hats too, as I've been moving Lotuses all about the country (and wiring trailer lights). I co-drove with John and Miles Schneeman to retrieve John's project Elite, a four-day blast of a nearly 2,800-mile trip to the southern edge of Colorado, Pagosa Springs, an hour east of Durango. There is a lot of beautiful country in this land, and we saw a lot of it quickly.

On our way we stopped in Salt Lake City to visit Ed Oblad, of the Utah Lotus "Museum". Ed showed us a couple of garages stuffed with drivable Lotuses, from a Series I Seven up to an Elise, including a rare for the States Excel.

## Member's Notes Compiled from members

Submit your notes to the Chairman or Editor. Submit them to Georgia Conti next year (thanks, Georgia!).

Jim Taylor has reportedly sold his Europa project car.

Spoke with David and Virginia Caley and Jess and Eddie Marker about the West Coast Lotus Meet held in Monterey, CA last month. They said that, in addition to them, John Schneeman, Gerry Snow and Bob Wells (who apparently said he would write an article on the meet) were there. According to Jess, about 80 Lotus cars were there for the meet, plus the Lotuses there for the vintage races held in conjunction with the meet.

The event generally got high marks, the highlight being a panel of speakers at the banquet. BTW, the Marker's Elite won Best Elite and Best In Show.

The Thursday after getting back I helped Cary Tolman move his Seven from Seattle to Anacortes. Besides feeling honored to help, I also got to peruse two photo albums of historic northwest racing photos from the 60s and 70s.

A couple of weeks later I was the third hand helping Dave Billings move his Elan to his new West Seattle residence. Then helping Schneeman once again, to move an Elite CBU to the "mold making shop". It's a mystery to me why I find even this association with Lotus cars enjoyable.

Besides hosting the Annual Holiday Party, Georgia Conti has agreed to compile the Member's Notes section of the newsletter in the coming year. Alan and I appreciate the extra hand contacting those we don't get a chance to visit.

A call to get some news from Dave Lindemann, our member in Hugo, Minnesota, garnered an e-mail attachment describing his Esprit restoration. With photos it took 20 minutes to download on my computer, but is a great read. You should email Dave if you'd like to get a copy. His email address is in the club roster.

We had reports of a number of members going to the West Coast Lotus Meet. Hoping we can get some news.

Dues are due after the start of the New Year. Send in your dues early and often.

Andre

An old note from Gary Holt:

While in England in July I had a chance to take a train from London to Norwich to Wymondham and then a cab to Hethel for a factory visit. I took a 2 hour solo tour and got to see the whole shootin' match except for the engineering building. The S2 Elise is more impressive in person than in pictures, I think. Elise production is at 65 cars a week and they have capacity for 200. I walked up to the line and touched almost anything I wanted. Seeing a true hand made car was an automotive experience of a lifetime for me.

A couple of interesting notes...I saw only two computers in the whole Elise assembly process, and, Dupont has reps on site 24/7. The paint the new Elise uses is revolutionary in auto manufacturing - it's water-based.

  
**dave bean engineering**

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## The Five Six Seven (and counting) Year Saga by Dave Lindemann

For those who don't know me I lived in WA from 1988 until a job transfer sent me and my family back home to MN in March of 2001. I've been a member of Lotus Ltd. since 1988 and ELCC since 1995 and attended a few of the club events over the years.

From the day I watched an Esprit jousting with a Corvette on the freeway I knew I wanted one. Then I saw a Series 1 Esprit up close and personal at an auto show. The sharp lines of the compact body, the intimate cockpit, the high performance engine, and the Wolfrace wheels - everything about the car was attractive to me.

Unfortunately, I was a teenager at the time and recognized that it would likely be many years before I could afford one. In 1995 I had finally reached a point in my life where I could consider buying a "hobby" car. After finding out during a water system project on our community well system that Craig Shuck (ELCC member and past Treasurer) had rebuilt and owned a S1 Esprit, my long standing interest in buying one myself was peaked. I had room in the garage and the finances to buy a project. But how does one find a Lotus? I started by visiting a local exotic car dealership. They had a nice bright yellow Series 1 Esprit for sale that I was able to test drive. Unfortunately, it looked better than it drove; I think it had lived a difficult life.

I then joined ELCC thinking what better way to find a Lotus than to join a group of enthusiasts who own - and sometimes sell - the car of my dreams. One of the first things I did after joining was to call the Club Chairman at the time Kenny Richins to let him know that I was looking for a project Esprit. Well, surprise, surprise - he informed me that he had just received a call to place an ad in the newsletter for a 1977 Esprit. It hadn't gone into the newsletter yet so he gave me the person's name and number.....the saga begins.

I called the person and made arrangements to look at the car. He wasn't a club member but he was definitely a "car person"- his "other" car was an original Pre-L Pantera in showroom condition. He opened his garage and there it was, a 1977 Series 1 Esprit. The car had been sanded down to a dull yellow. The chassis and body were intact but it was partially dismantled. The radiator was off so the car couldn't be started. All of the trim and detail pieces had been removed and the interior was out. He had the seats recovered and they looked like new. The seller had done some fiberglass repair to the front driver's side wheel arch - he indicated that the body just needed a final sanding before it could be repainted. My initial impression was that this was accurate. The one appearance feature that I didn't care for was that someone had added an after market sunroof, in my opinion it really detracted from the look of the car. He also stated that the engine had been rebuilt - the top

of the engine "looked" clean so I had no reason to doubt him.

I was excited, how often does one find the car of their dreams, in reasonably good condition (or so I thought) at a decent price? Even though I didn't know if the engine would run and the condition of the body was evaluated by a novice (me), we agreed on a price and I was the proud owner of a Lotus Esprit.

After the flatbed tow truck dropped the car off in my driveway I finally had a chance to look at the car in more detail - and in the direct sunlight. I was still happy with my decision but I realized that I may have more work in front of me than the seller had led me to believe.

I decided that I would start with the body. So, I began sanding. While sanding I was able to look more closely at the condition of the body. There were a lot of little nicks and scratches in the gelcoat that I filled and sanded out. I also did some sanding on the previous owner's fender repair. I quickly realized that it needed to be redone because he covered over cracks in the fiberglass (fender bender/breaker?) with body filler alone, and a lot of it at that. I sanded the repair down to the bare glass, ground out the filler, filled the cracks with fiberglass and resin, smoothed it out with a small amount of filler and covered the repair with fine woven cloth and resin. The repair sat for about a month before I was able to paint it with sanding primer but once I did it looked perfect.

Much to my wife's dislike I decided to remove the sunroof. It just didn't look right and it reduced the headroom too much. I gave the sunroof to a Lotus Ltd member for the cost of shipping. Now I just needed to figure out how to patch the huge hole in the roof and have it look decent. I tried patching it with fiberglass and supporting the patch with a piece of plywood from inside the car. After spending countless hours trying to smooth out the patch I realized that it would never look right - at least not with my skills. I was referred to Lotus by Claudius. They laid up a new roof panel for me and it looked perfect. All I needed to do was cut it to size and fiberglass it in place. After a little body filler and fine woven cloth and resin to cover the joint it looked like it came from the factory.

Now for paint. Even though I had never painted a vehicle before I read numerous books on how it is done and thought I'd give it a try. I turned my garage into a large paint booth by covering everything with plastic sheeting - luckily my wife was on vacation at the time. I rented some HVLP equipment, bought primer and paint and was ready to go. My neighbor and friend Mike Brogan was kind enough to help out by actually doing the spraying - he had done it before. The only problem was we didn't use enough reducer and ended up with a terrible finish. Sooooo, I ended up sanding the entire car down - again. One more

try, more reducer this time - but with the same result. I was defeated, I sanded the entire car down again - it was really smooth at this point. Mike came to the rescue again and allowed me to use his flatbed "Scamper" to haul the car and assorted body parts to Showcase. I told them I wanted it to look nice but not show quality because I wanted to drive the car without constantly worrying about the paint job. They matched the factory yellow color with a base coat clear coat. I couldn't be happier with the results.

It was now time to get the engine started - or so I thought. As I looked deeper into the engine compartment I got an uneasy feeling. While to the top of the engine "looked" good, the bottom did not. It did not appear that the engine had ever been removed. So, out came the engine and transaxle with Mike's help. I knew I didn't have the mechanical skills to rebuild the engine but I had been to an ELCC meeting at Autosport of Seattle where John Maloney explained engine balancing. I knew where to take my engine. Autosport disassembled the engine and sure enough, there were problems. The cylinders had been "overhoned" to the point where oversized pistons were required. The timing belt tensioner was also virtually in pieces. They did a great job on the rebuild and continue to be patient with all of my questions. They even took digital photos of the engine during the rebuild process.

A minor problem arose when I requested a transfer to Minnesota (I know - who REQUESTS a transfer to Minnesota - but

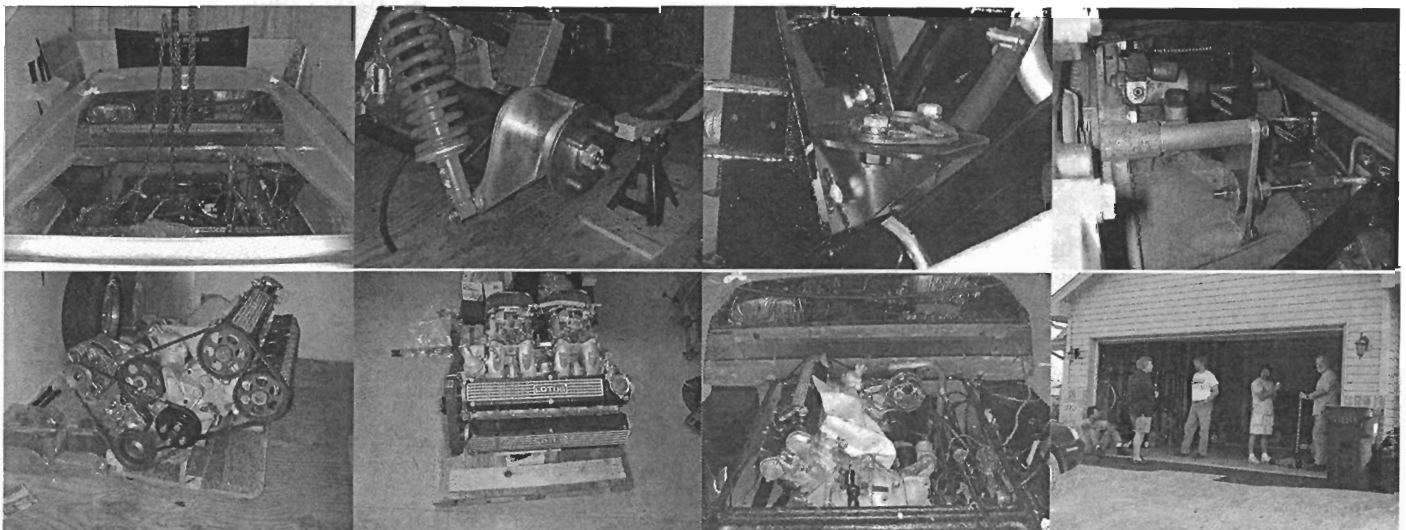
it's home). The engine wasn't done and I had to figure out how to get the car there in one piece. Mike came to the rescue again by helping me build a dolly out of lumber and wheelbarrow wheels to support the rear of the car since the engine and rear axles were out. It looked a little cheesy but it worked great. We were able to roll the car right on to an enclosed transport trailer. The engine was shipped to MN without incident thanks to Autosport's excellent crating.

Once in Minnesota I knew that I would need a comfortable area to work on the car - especially during the winter months. Well, I ended up sectioning off one of the garage stalls, insulating the walls, ceiling, floor and garage door and using a small liquid filled electric heater - very comfortable.

One day I was driving out of the parking lot of the local Caribou Coffee (sorry Starbuck's fans) and what did I see driving in but a bright red S1 Esprit - and it was raining! I turned around at my first opportunity and waited for the owner (LOON member Dave Cammack) to return to his car. He told me about the local club and gave me his card. I joined immediately, the club is called Lotus Owners Oftha (it's a MN thing) North or LOONs. I have found that there are a number of highly talented and generous people in the club who are willing to help a novice. So far, I have had club members over to the house twice. Once to install the engine - we didn't because we found a clearance prob-

- A - Engine bay prior to engine installation. All hoses and aluminum pipes are new. Powder coated fuel tanks can be seen on either side of the engine bay.
- B - Driver's side rear suspension with powder coated spring, new Spax shock and buffed housing.
- C - Driver's side Turbo style engine mount from DBE. Installed to reduce engine movement upon hard acceleration.
- D - Engine retention strap from Lotus Prepared by Claudius that was installed to keep the engine from moving forward upon hard acceleration. The only parts from Claudius that were used are the two mounting brackets and the eye bolt. The threaded rod and coupler were replaced with stainless and the rubber "washers" were replaced with new (supplied items were dried out and cracked!).

- E - Engine prior to installation. The alternator has been replaced with a Bosch unit and the belt arrangement modified to a single belt for the water pump and alternator - this also allows the belt tension to be adjusted using the alternator pivot mount.
- F - The rebuilt engine as it left Autosport of Seattle.
- G - The engine is back where it belongs! The carbs and intake manifold have been removed to ease engine installation.
- H - LOONs gathering after the first engine installation/pizza party. From left to right - Aaron Courteau (beautifully restored silver 1968 Elan Plus 2), Jim McFadden (1985 Turbo Esprit), Dave Cammack (owner of the red S1 Esprit), Calvin Hamada (1990 Esprit SE) and Tim Engel (Lotus expert extraordinaire and 1979 Eclat and 1980 S2 Esprit owner). Not pictured Mike Griese (1983 Turbo Esprit).



## Off Track Day by Alex Phillips

If you've been reading the newsletter much this year, you've probably started associating me with on-track day articles. You're right to do this. One of the biggest reasons I joined the club was take the Esprit on police-/ticket-free roadways as much as possible.

Whenever I get wind of an event, I sign up as quickly as possible. So it was with the "Rose City Corvette Classic" to be run at Portland International Raceway on October 14.

I had learned of this event back in July - at a drive put on by the Seattle Corvette club at Pacific Raceways. A simple flyer proclaimed the "Rose City Corvette Classic" occurring on two dates at PIR, one being Monday, October 14. I quickly sent them a completed application and a check. They cashed my check on July 31st, so I knew I was in...

I received no subsequent correspondence, but kept checking the PIR website to confirm there wasn't anything else on that date. It proudly noted that October 14th was "Rose City Corvette Club track day."

Tech inspection was to begin at 7:AM on the 14th, so a friend of mine (who took a "sick" day) and I drove the Esprit down to Portland on 13th. The weatherman predicted sunny and no clouds for the next day.

Upon entering PIR at 7:35 AM, my friend and I observed a group of 7 cars, only one was a Corvette; the first sign that something was amiss. We got out of the car and went looking for the organizer. When we didn't find one, we started

talking to the other cars' owners. All of them were there as a result of a high performance shop based in Seattle. None were there as a result of the Rose City Corvette Club.

I then went to the office and a very nice gentlemen came out. I showed him a copy of my application for the on-track day and that is when he informed me that the event had been cancelled "... some months ago."

Apparently, no one at the Rose City Corvette Club had decided to inform me of this...

So, there was no on-track day. My friend and I drove back to Seattle that morning.

While it may be obvious to all of you, I had to learn this one the hard way.

The morals of my story are:

- The race track's web sites aren't updated very regularly, so don't trust them.
- If you sign up for an event with another club, make sure you receive confirmation other than a cashed check.
- If you've received nothing from an event organizer, assume nothing is happening and contact them.

The good news is that I am undaunted. According to their website, as well as the Laguna Seca website, there will be an on-track day December 31, 2002 put on by the Golden Gate Lotus Club. I've never been to Laguna Seca, so I'm hoping it will happen. First, I've got to get in touch with the organization and make sure the event is still on...

## Event Calendar

ELCC events are listed in **BOLD**

November

**16 Meeting at J&L Race Cars and Restorations, Puyallup, WA**

December

**7 ELCC Annual Holiday Party**

**31 GGLC Track Day #6, Laguna Seca Raceway, Monterey, CA**

January

**7 Officer's Meeting, Wedgewood Alehouse**

**18 Meeting at Vintage Racing Motors, Redmond, WA**

February

**1-2 24 Hours of Daytona, FL  
Lotus Elite Brunch, Newport Beach, CA**

### **Car Clubs**

**BMWCCA: BMW Car Club - Puget Sound Region**  
425-481-9571 <http://www.bmwpugetsound.com>

**CMCS: Corvette Marque Club of Seattle**  
425-486-2309 <http://www.corvettemarqueclub.com>

**NWARC: Northwest Alfa Romeo Club**  
360-766-4405 <http://welcome.to/nwarc>

**WWSCC: Western Washington Sports Car Council**  
206-255-0658 <http://www.wwscc.org>

### **Racing Clubs**

**SOVREN: Society of Vintage Racing Enthusiasts**  
206-232-4644 <http://www.sovren.org>

**ICSCC: International Conference of Sports Car Clubs**  
425-226-1338 <http://www.icscc.com>

**BSCC: Bremerton Sports Car Club**  
360-697-1761 <http://www.bscc.net>

**CSCC: Cascade Sports Car Club, Portland, OR**  
503-543-8161 <http://www.cascadescc.com>

**IRDC: International Race Drivers Club, Seattle, WA**  
206-781-8199 <http://www.irdc-racing.com>

**SCCA: Sports Car Club of America, NW Region**  
206-292-0500 <http://www.nwr-scca.org>

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## The Five Six Seven (and counting) Year Saga (continued from page 5)

lem with the engine when we tried to turn it over manually, and a second time to finally install the engine. They did the trouble shooting of the clearance problem (timing belt pulleys were installed incorrectly), identified that the carbs were improperly mounted (too tight) and assisted with the installation of the engine.

The LOONs do not have a newsletter or a web site but rely on an email list and a Yahoo Group message board. There are a core group of members who work on each other's cars and I have had the opportunity to assist with a Turbo Esprit engine installation and the removal of an Esprit body from its chassis. They are also active in local car shows and had one of the largest (the largest?) turnouts for the recent LOG in Wisconsin. There are a number of members who are active in autocross events and casual group drives are very popular. We even have joint events with other clubs including the Ferrari Club. Club members meet almost

every Sunday at a suburban English pub; unfortunately it's on the opposite corner of the Twin Cities from where I live so I haven't made it yet.


Since arriving in MN, other improvements to the Esprit include having the fuel tanks stripped, sealed and powder coated, new braided stainless brake and clutch lines, new emergency brake cables, new throttle cable, new brake pads all around, new exhaust system, new rear shocks, powder coated rear springs, Turbo engine mounts, new transaxle mounts, new rear wheel bearings, rebuilt clutch master, new U-joints, all new hoses - maybe I should have bought a new car?!?! My goal is to get the engine running before winter and then reassemble the remainder of the body and interior over the winter to have it ready to drive (for the first time!) for next summer. I'll keep you updated as things progress.

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### Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you no longer want the ad to be run.

**For Sale:** Fuel tank for Twin Cam Europa, pressure-tested, \$100. Ambient air temperature gauge for Elan +2, NOS, in box, needs calibration, \$75. 1965 BSA B40 single, big-project, \$400 obo. 1967 Triumph Tiger Cub, project, \$1200 obo. Bob Cross, 360-652-9260.

**Parts Wanted:** for 1968 Seven Series III. Seeking LHD front 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-frames and locating rods. Petrol tank. Headlight buckets. Windshield frame. Hand-brake lever. Caterham reprint of Seven Manual. Andre 206-528-8141, e-mail ags58@earthlink.net.

**Parts Wanted:** for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman 206-854-6706.

**Parts For Sale:** for 1983 Turbo Esprit. Brand new door rubber, R & L side. Two weatherstrip door glass rubber, part # E079U4434F and the two strips that go between the

window and body. I believe many years are interchangeable. All the parts are brand new in original plastic bags from England. I paid over \$350 for everything. I no longer need the parts, the car is sold. Any reasonable offer considered. Marshall 206-236-4635, e-mail leshklein@attbi.com, Seattle, WA.

**For Sale:** Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin 425-417-3862 or <http://www.lotussource.com/lsclassified/MotorsportElise/summary.htm> for more information.

**For Sale:** 1969 Europa S2. White w/red pin stripes. Mild fender flares. 67k miles. \$7500 OBO. Michael 253-973-6893, Gig Harbor, WA.

**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.



**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



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