

Lotus Lines

Evergreen Lotus Car Club

September 2002

Portland Track Day

By Alex Philips

Since I didn't do an article about the Corvette club's on-track day, here's one about the day in Portland:

1. If you've never been to an on-track day, there are 4 reasons to go to one:
2. No speeding tickets (no police for that matter).
3. Great car show.
4. Learn your limits (you won't reach your car's limits).
5. Wonderful people.

Randall Fehr, Charles Conti and I went to Portland International Raceway for the event put on by Club Lotus Northwest. It was a "run what ya' brung" affair, so just about every make of car was represented. While I didn't get the models and details, some of the more exotic cars included a new Ferrari (the yet-to-be-released FX), a Triumph 250 ("the flying shingle"), several Mini Coopers, and what appeared to be a late 60s Trans-Am Camaro. The more standard fare included several Porsche 911s, a 944 Turbo, Corvettes, and an Isuzu WRX.

Most impressive was the large number of Lotuses there. Mine was one of four Esprits (one other V8 and two 4 cylinder cars). Charles' Elan was one of three with the other two in race trim. Randall's Europa was one of four by my count. Other models included at least three "Sevens", a couple of open-wheel racers (e.g. "Formula" or "Type xx"), a Cortina, two Elises and an Exige.

To my surprise, the Elises can be made street legal in Oregon - all you need is a "Special Permit" license plate. Hopefully our friends in the Washington DMV will one day allow such a mechanism so we can do this too.

Without even having to ask, I was assigned an instructor for the first session. "Don" was with his wife and son (and his Esprit, his wife's Corvette, and his son's Mazda Rx7!). Since I wanted to feel how my car would ride with an expert at the controls, Don drove my Esprit with the advanced group (run just prior to my intermediate group). What a ride!

Don took much of the 20 minute session to learn where the line was for my car. He noticed that the car pushes out in the corners a lot more than his (4 cyl.) Esprit. He also noted that my brakes were much better than the ones in his car. Apparently Lotus has finally fixed the overheating brake problems in the Esprit as mine held up perfectly all

day.

PIR is a much faster race track than Pacific Raceways. There are two long (mostly) straight sections that got me up to about 130 MPH (Charles got to about 100MPH). The corners at the end of these straights really test your willingness to keep the accelerator down then brake late. I took most of the day to get even a little brave in this area.

The first intermediate session included all three of the ELCC members. Charles noted that his car was out of speed well before the chicane on the front straight, but it was still difficult to get the braking and turn-in spot just right. It's quite an adrenaline rush to have to brake hard, down shift, and make a 90 degree right turn in just a few hundred feet!

Randall was asked by the organizers to install an additional accelerator pedal return spring - which he did before the first intermediate group was run. Sadly, the additional force applied by the spring pulled the cable out of one of its mounts and Randall missed a majority of the first 2 sessions. If you come in a Europa, you might want this checked out before the day of the event. The good news was that Randall did not experience any more trouble in the day, and there were a LOT of sessions to go.

The event was run flawlessly for the entire day. The first group was run just before 10:00 AM (three groups: "advanced", "intermediate", and "race car"). Each group was given 20 minutes before being shown the checkered flag. Each subsequent group was on the track as quickly as the last car from the previous group came off. We were breaking for lunch at 12:15 after each group had run twice.

The afternoon sessions were just as efficient. Three full sessions were completed well before 4:30PM. During the second afternoon session, I got a chance to run with the Exige. Within a lap it appeared in my rearview mirror, passed me, and had disappeared in the distance. What a beast! Also during that session I had a car (Don's son in the Rx7) spin out right in front of me. Having given him a good amount of room, there was no possibility of a crash. It did remind us all that you must not think about the cars behind you at one of these events. Just let everyone

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From the Chair

What if you held a party and nobody came, and that turned out perfect? Possibly August weather, but more likely late scheduling of the August meeting led to a light turnout for the Calendar Photo Selection and lighter drive participation. Dan Morrison hosted a cold cut plate and ci-batta rolls lunch for Alan Perry, Michael Standing-Wolf and myself. New member Don Christopher arrived after lunch, but before photo selection, and announcements about the calendar were made. News of the calendar will be in the next issue.

After the photo selection was complete, Alan and I got into his Mazda 323 GTX for the club drive. What was "perfect" about a Lotus Club drive without even one Lotus, where the only car was a rally prepared AWD Mazda, was that Saturday traffic bollixed some of the best roads chosen, and though I'd ridden the drive route on August 8, the county had in fact graveled a five mile stretch of road they had nicely repaved only a few weeks earlier! In the Mazda it was fun. But I'm thankful no Lotuses, or their owners, had to endure potential gravel dust, paint or windshield chips, or stress cracks. But for that normally pleasant stretch of road being under crushed rock, the rest of Sultan Basin Road, all the way to Spada Lake, was a blast. So an initially disappointing turnout was OK in that no cars got damaged.

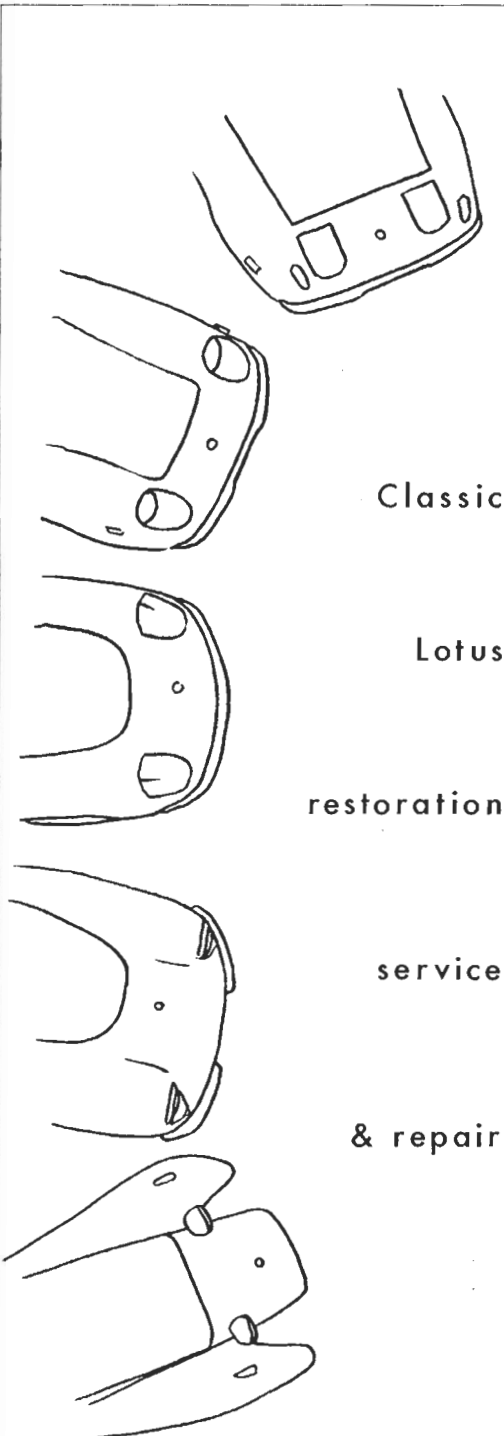
Up coming is David Caley's September 14, 2002 Olympic Peninsula Wine Tour. See the invite in this issue, check the web, and those online **get the evite**. As stated in the invite it requires an early start. But hey, **it's a Saturday**.

Too, not 100% confirmed, but it looks like our October event will be a visit to the South Office of Randall Fehr Restorations. Randall reports three Lotuses are in various states of restoration, and we might be able to talk Dan Morrison into a coming out party for one of his Europas. Check the web site Event Calendar after you received this newsletter to confirm, though there will be another newsletter before that October 12th Saturday.

Though I missed the Portland ABFM and Club Lotus Northwest Track Day (see an article by Alex Phillips in this issue), I had a glorious time at a Conference Race at Thunderhill, outside Willows, CA, over the Labor Day Weekend. A new to me car (third weekend in a rental RX-7) and a new track presented a great challenge, and tons of fun. But by my Saturday race I was within five seconds a lap (on a three mile course) to the class leaders, though my victory was just getting to participate. I also got to meet Paul Quakenbush (sp?) after his spirited win in a not so stock, but not overly radical Lotus Seven, in the Saturday Vintage race. It was the white Seven that had come up for the SOVREN and Portland Historics this year. Too I was able to meet and chat with Bob Winklemann about the saving of **Cortinas**, though his Lotus Cortina seemed to be having teething problems during Sunday's events. If ever you get a chance to drive Thunderhill, do it. It is more fun than can be described with words.

No November event yet, though a date has been on the schedule all year (the 16th), but keep in mind the Annual Holiday Party with gift exchange December 7th at the Conti's.

Andre



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Member Notes

Member's Notes
Compiled by Members

From Mark Clear via email:

Tracey and I had a new baby girl back on 5/31. Her name is Rebekah Jo Clear and she was 22 inches long and weighed in at 9lbs 13ozs (That's right, no typo there). Mom is doing well and dad is settling back into reality after 1 month off work.

During the August meeting, Dan Morrison gave a quick tour of his evolving "fabrication shop" in his garage, as well as pulling the cover off an early Series II Lotus Europe (not a typo). Michael Standing-Wolf talked of a Europa Twin Cam engine possibly being for sale, as well as a Fiesta street racer.

New member Don Christopher is look-

ing for a street Seven, but is holding out for a Lotus rather than a clone. Gerry Foley offers a web site that is a web video documentary of someone who built an operating scale model of a Ferrari 312T Formula 1 car that took over 20,000 of work.

<http://www.johnegerton.co.uk/cmcc/ferrari312.ram> and it requires Real Player.

And a welcome to three new members.

Jack Schwartz
Bainbridge Island, WA
jschwartz8587@qwest.net
1986 Esprit Turbo

Don Christopher
Everett, WA
don.christopher@worldnet.att.net
looking for a Seven

Don Driftmier
Seattle, WA
lattedon@attbi.com
1995 Esprit S4

Event Calendar
Check on the web site for updates or changes.

(Portland Track Day, Continued from page 2)

by at the next passing zone.

In the final session I started second in line - right behind the WRX. For the first 4 laps, it gradually pulled away from me until it was about 400 yards ahead. I then got "brave" and started braking much later into the corners. For me, it helped to have a benchmark car (that was running faster than I was) to see how late was OK to brake. Within the next 4 laps, I had reeled him in to the point where he waved me by (Success!). I did not want to pass him! I wanted to continue to follow him so I could learn more... So we went down the front straight with the WRX driver going slow and waving me by, while I'm sitting in my car also going slow and vigorously shaking my head "NO!" I'm sure the corner workers were laughing at us both.

Charles indicated his day was also very exciting. The Elan just zips around the corners with the Minis and the Europas. Charles felt his car leaning a good amount in the turns, but didn't once spin out or appear to be at a loss for traction. Maybe he'll want a stiffer suspension for events next year?

There was to be another 1 hour session (for just Lotuses) at 5:00 PM, but Charles' car was starting to sputter (a spark plug wire), and I was just tired. We departed the track before 5:00 PM to make the trek back to Seattle. Randall left

a few minutes after our last session, so I did not get a chance to thank him.

I hope to see many of you at the next on-track event. You'll know me by the green Esprit, and the stupid looking grin that is plastered on my face for the whole day.



Results of the Western Washington ABFM

From the ABFM Web Site, the results of this year's Western Washington All British Field Meet.

Congratulations to our club members who took awards.

LO01 - Lotus - Seven, Caterham, Cortina, Early Elite, Eleven

1st is car #126, a Blue 1963 Lotus Elite, owned by David Caley of Indianola, WA

2nd is car #348, a Black/Silver 1999 Caterham Super 7, owned by Greg Stoneking of Woodinville, WA

3rd is car #467, a Yellow 1989 Caterham MarkVII, owned by Ralph Neil of Federal Way, WA

LO02 Lotus - Elan, Elan+2, Europa

1st is car #336, a BRG 1974 Lotus Europa, owned by Bill Estill of Lynnwood, WA

2nd is car #577, a Blue 1966 Lotus Elan, owned by Randall Fehr of Seattle, WA

3rd is car #149, a Red 1972 Lotus Europa, owned by Gary Holt of Gig Harbor, WA

LO03 - Lotus - Elan M100, Late Elite, Eclat, Esprit, Elise

1st is car #325, a White 1978 Lotus Esprit, owned by Craig Shuck of Snohomish, WA

2nd is car #574, a Black 1976 Lotus Esprit, owned by Jim Gianakis of Seattle, WA

3rd is car #183, a Red 1994 Lotus Esprit, owned by William Mnich of Bellevue, WA



Mike and Brandy Galos at the ABFM, photo by David Caley

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Event Calendar

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 Visit to Randall Fehr Restorations
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:

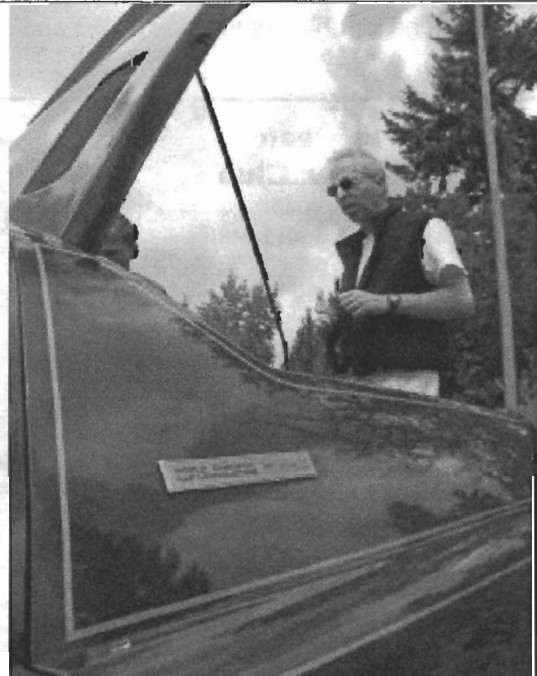
NOTE: Please do not call numbers after 9:00 pm Pacific time.

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



Gary Holt discovers dust on the engine at the ABFM, photo by David Caley



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

Advertising Rates for Businesses are:

Business Card	\$5/issue	\$30/year
Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

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 III 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

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Evergreen Lotus Car Club

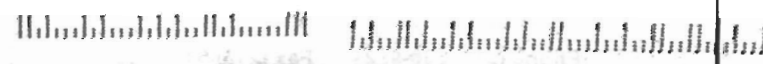
P.O. Box 40481
Bellevue, WA 98015-4481

RECEIVED
SEP 11 2002

BY:



95249+9564



(Classified Ads, Continued from page 7)

two strips that go between window and body. I believe many years are interchangeable. All the parts are brand new in original plastic bags from England. I paid over 350.00 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

For Sale: Motorsports Elise, Red, Alignment & ride height changed, Gel cell battery, Spare splitter, Spare alternator, Custom exhaust with an optional supertrapp tip (for quiet days), Custom lower motor mount (lighter and stronger), Set of rain tires, fuel container and filler. \$67,500. Contact Colin at 425.417.3862 or <http://www.lotussource.com/isclassified/MotorsportElise/summary.htm> for more information.

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