

LOTUS LINES



OFFICIAL NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

Summer 2013

From the Chairman's Desktop

By Doug Jackson

This summer seems to have been sunnier and hotter than usual so far and it's also been a pretty busy time for Lotus car enthusiasts. Since the last Lotus Lines newsletter was written: the Vancouver All British Field Meet (ABFM) occurred; the Society of Vintage Racing Enthusiasts (SOVREN) hosted their vintage races in Spokane; The Ridge Motorsports Park has run lots of different events at their new track in Shelton; there was a special British Car Show at Redmond Town Center; a couple of our casual "First Thursday" get togethers have been held; the 4th of July SOVREN "Vintage/Historics" were held; our Club hosted a really fun West Coast Lotus Meet (WCLM); the Western Washington ABFM was held, and; Several F1 races have been run.

I'd like to say thanks again to the Golden Gate Lotus Club (and in particular to Kiyoshi Hamai) for asking our Club to plan for and manage the recent WCLM. It was a lot of work putting this multi-day event together, but I guess it came off pretty well, seeing as how I've gotten nothing but positive feedback from everybody I've talked with about it. Because I think that I've already thanked all of the ELCC members (and others) who helped me pull this event together, let me just say... I really couldn't have done it without you.

A few people had "car problems" during the WCLM (keeping in mind that many of these Lotus cars drove long distances to get here), but even these things were handled nicely by Toby Peterson of the DeLorean Motor Company in Bellevue, Randall Fehr Restorations in Seattle and Dietsch Werks of San Jose who, not only were Platinum Sponsors for the event, but also towed, trailered and drove several Lotus cars to the Pacific Northwest to participate. On a personal note, my car refused to start every time I wanted it to, so two or three people would shove it to "bump start" it any time I wanted it to actually run... dang, and I was the Chairman of the event. Kind of a little tiny bit embarrassing.

There are several more Lotus and sports car-focused events and activities coming up pretty soon, but the one big one that I'd like to remind you about is the weekend-full of events held down at Portland International Raceway over the Labor Day Weekend. The weekend starts with a "Track Day" hosted by Club Lotus NW on Friday, August 30th and continues through the weekend with: SOVREN vintage races; the Portland ABFM; Land Rover Off-Road rides put on by a local club; a Jaguar Slalom, and; a Swap Meet/Auto Jumble... as usual, it's going to be a fun and busy weekend.



Doug's Elite at the Flying Heritage Collection



Parking lot full of Lotus cars at the Red Lion hotel

(Photos by D. Jackson)

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Contact us:

Evergreen Lotus Car Club
PO Box 40481
Bellevue, WA 98015-4481
www.elcc.org

The ELCC Officers are elected bi-annually:

Chairman: DOUG JACKSON
206-300-9130
chair@elcc.org

Membership: ALAN PERRY
206-855-9464
alanp@snowmoose.com

Treasurer: GARY HOLT
gr_holt@comcast.net

Web Master: ROBERT VETS
web@elcc.org

Advertising: AIMEE HOU
classifieds@elcc.org

Editor: CHRIS CURTIN
editor@elcc.org

2013 Schedule

August

- 1** First Thursday @ Smarty Pants
- 5** Pebble Beach Tour Sendoff
- 10** Taste of Hood Canal; Belfair, WA
- 17-18** Monterey Historic Races (Corvette Featured)
- 25** San Juan Islands Concours
- 30** Club Lotus NW Track Day PIR
- 31** PDX ABFM & SOVERN races PIR

September

- 1-2** PDX ABFM/SOVERN races PIR
- 5** First Thursday
- 8** Kirkland Concours

October

- 3** First Thursday
- 16-20** Seattle Auto Show
- 21** Deadline for Fall 2013 ELCC Newsletter

November

- 7** First Thursday

December

- 5** First Thursday



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2013 West Coast Lotus Meet – July 4-7

How it came together.

By Kiyoshi Hamai (Golden Gate Lotus Club)

Back in the late spring of 2012 someone asked me if there was going to be a 2013 West Coast Lotus Meet (WCLM). I scratched my head and said, *"I don't think so, no one is interested in hosting one."* I guess it could have ended there, but then I had heard there was a new track in the Seattle area and there were lots of articles and photos on-line and in print about a fabulous new auto museum in Tacoma, WA called LeMay – America's Auto Museum.

So, on a lark I wrote a quick email to ex-GGLC'er and Evergreen Lotus Car Club (ELCC) member Alan Perry. *"Hey Alan, what do you think about the ELCC hosting the 2013 WCLM?"* I was sort expecting him to either ignore my note to come back with *"Do you think anyone is that crazy?"* Instead Alan shared my message with Doug Jackson, ELCC Chairman and in early June 2012 Doug wrote back,

"I really like the idea of the Evergreen Lotus Car Club (ELCC) being the host of the West Coast Lotus Meet (WCLM) in 2013.....and I'm pretty sure that the ELCC members would really enjoy taking part in something like this."

But, when to hold the 2013 WCLM? Doug suggested either the 4th of July weekend because SOVERN would be presenting the Pacific Northwest Historic Races or later in July to coincide with the "All British Field Meet" in Bellevue, Washington.

By the end of September Doug had an awesome "Plan-A" that was slated for July 4-7 and included the Historic Races, LeMay, Paul Allen's Flying Heritage Collection and Griot's Garage. I recall thinking that this was going to be a fabulous event!

With Doug's encouragement the two of us started reaching out to the other western USA and Canadian Lotus clubs and GGLC'er Mel Boss started reaching out to a select group of potential sponsors to let them know that there would be a 2013 WCLM in Seattle, Washington. The news was greeted with overwhelming approval!

In mid-October, a dinner at the Snoqualmie Casino was finalized and track day arrangements at Pacific Raceways were underway. We started a planning budget and putting deposits in place. Doug was also in full out hotel search mode and we had begun to design a logo.

The WCLM logo was finalized and the initial announcement was written and distributed to other Lotus clubs. And, the Red Lion Hotel in Bellevue, Washington was selected after Doug spent a few days driving around the Seattle area looking for the optimum location(s) and negotiating with a number of hotels.

Doug had started conversations with Mark Velky of Club Lotus Northwest (Portland, OR) and together they started putting together a Pre-WCLM dinner and drive from Portland to Bellevue. After fruitless searching for an autocross site, there came a lead about a concrete area at the DirtFish Rally School that seemed to fit the bill.

November 2012 was a busy planning month for the 2013 WCLM, the WCLM website was constructed and went live, a Facebook page for the WCLM was started, contracts signed and deposits made with the LeMay and Red Lion and Doug had nailed down Pre and Post WCLM events with Club Lotus Northwest in Portland and Lotus Car Club of British Columbia.



By the end of December all of the "big" pieces were in place, but as has been said all too often, the hard work is in the details and that meant the ELCCers heading the various WCLM activities were tying down all the little things that would ultimately make the WCLM run smoothly.

In early January registration officially opened and Lowell Klaisner was the first official entrant! But, then in late January we heard from one of the DirtFish instructors and avid autocrosser, saying that the concrete pad area at the DirtFish facility wasn't suitable for an autocross. OH NO!

Doug was in a panic, but was determined not to give up and started contacting local clubs and autocross organizations about possible alternatives finally locating one at the Bellevue Community College and in mid-March he had good news: site found and secured!

It was April, 3 months to go! Registrations were growing. The Red Lion reported to Doug that 31 rooms had been booked. Alan Perry was working on purchasing tickets and getting the car corral settled with Pacific Raceways for the Historic Races. Mel was lining up the last of the sponsors and looking a sponsor to provide swag bags for registration. Dietsch Werks who had already committed to being a Platinum sponsor stepped up and agreed to finding and providing bags. We can't express how grateful we are to Dietsch Werks for going far beyond what we expect from a sponsor.

As July 4th grew closer and closer Doug and his team had to kick into the next gear to finalize all of the tiny details, order WCLM trophies, order WCLM shirts (I'm wearing mine now!), order box lunches and figure out the logistics of getting to FHC and the track, judges for the car show and guest speaker, Dominic Dobson.

Laura and I departed our home in Palo Alto, California on July 2nd and arrived at the Red Lion mid-afternoon of the 3rd. There were already a number of Lotus cars parked in the reserved parking area and I remember thinking, "It's really happening!"

The rest, as they say, is history. 2013 was one of the best EVER! We met some awesome people from across the country. We got to see and experience some things that happen once in a lifetime. And without question it was due to the hard work, determination, creativity and passion of Doug Jackson!!!

Pre-WCLM Activities in Portland, OR By Mark Velky

On July 3rd and 4th, Club Lotus Northwest (CLNW) had the pleasure of putting together a few activities for CLNW Members and other Lotus Club Members who stopped in Portland on their way to the 2013 WCLM.

We started off on Wednesday evening (July 3) with a Hosted Beverage/Appetizer/Social Hour get together by and at Lotus Of Portland attended by over 20 people. Carl Jackson, Lotus Sales and Marketing Executive V.P. for the Western Region (which includes Canada and Mexico), and Steve Wintermantel from Lotus Of Portland described the latest news from Lotus Cars. I have to say it sounds like things are Looking Up for Lotus. This was followed by a fantastic Dinner/Table conversation at the Portland/Beaverton Shilo Inn attended by 20 people.

On Thursday morning, CLNW Member Dave Munroe lead a 10 Car Lotus Caravan on a scenic drive to the lunch stop at Big Bubba's Burgers in Allyn, WA. There we met up with Doug Jackson who assumed the lead of the Caravan and took us on another scenic route to the Red Lion Hotel in Bellevue for the official start of the WCLM.

Open Track Report, July 4th Pre-WCLM Event By Mike Maxwell

For me, what could be better than celebrating our country's independence, having a paid day off and lapping at Pacific Raceways? Well how about having 11 other Lotus drivers attending too! This event marked the official start of the West Coast Lotus meet, and as such gave us Seattle residents an opportunity to share this wonderful track with many drivers from other states.

The folks from California were particularly impressed with the trees, and elevation changes on the back half of the track. There are many great tracks on the west coast, however most are located in deserts, pastures and various bits of, shall we be nice and say, un-interesting landscape?

The front part of Pacific Raceway is the section that most people see, the part where the drags are held and admittedly, is pretty lackluster. At the end of the drag strip, the road course departs the strip and begins a descent into turn 2, a medium speed left-hander. The exit of 2 is greeted by a very steep descent into the back half of the course. This entire section (6 turns in all) has steep hills to driver's left and even steeper slopes on the right providing an overview of the forest below. Imagine a curvy road cut into the side of a heavily forested hill, and you'll get some idea of it. While Pacific Raceway is capable of providing an unspecified amount of off course unpleasantness, I find this topology to be less intimidating than Portland's ever present concrete walls.

I was particularly impressed with the lack of the usual hardware I'm forced to deal with at these events, to wit, nary a Porsche or Corvette was to be found.

We shared the pits with many early bird SOVREN drivers arriving for the weekend race. Our contribution to the marque consisted of 3 or 4 Elises, 2 Sevens, a couple Evoras and the remainder were brave Esprit owners of various displacement. Watching us from the race

pits was the lone Europa, broken and feeling quite at home atop his well-worn jack stands.

All in all an awesome day was had by those participating. If you've never driven at speed on a racetrack, you should... ProFormance Racing School's excellent staff provided this event's novice training and hosted this event. Please contact them if you're interested in learning more about driver training and performance driving.

Editorial Note. View a video from the track day here: <http://www.youtube.com/watch?v=aAQ76R-vOOg> If you hang in for the entire 15 minutes, you'll understand why more than one throttle return spring is necessary!

July 4th Welcome Dinner

Cindy Hoest and Terry Secor were awarded the "Longest Drive" prize, having logged 2242 miles from Rifle, CO in an Evora. Read their story of "the road less traveled" here:

<http://www.gglotus.org/wclm/past/2013wclm/images/WCLM-CindyTerry.pdf>



"Longest Drive Winner" (GGLC Photo)

2000 miles round trip in an open car, through 100+F temperatures, makes for another interesting read:

<http://gglotus.org/blog/2013/07/2000-miles-in-a-seven/>


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WCLM visit to the Flying Heritage Collection By Mark Gleason

It was a warm sunny morning when our intrepid squadron of Loti took off from their base at the Bellevue Red Lion. They weren't deterred by the large breakfast or fond memories of home. No, their mission was clear; make the 20 miles to the Flying Heritage Museum in Everett by lunch! Not to be confused by vague Google-map orders, the entire wing arrived intact and undamaged (never mind if some needed a push)! Only then did we notice that our fearless group was surrounded by much larger carbon fiber vehicles with suspect electronics. Luckily they were behind a fence and didn't seem to notice us.

After a delightful bag lunch it was on to the main attraction, WW 2 fighter planes! The Flying Heritage collection is truly fantastic. The museum has focused on veteran aircraft with combat history, and with some exceptions, has made them flyable. The Spitfire and Hurricane were of special interest to the Anglophiles, but the German, American, Japanese, and Russian air forces were all well represented. My personal favorite is the FW-190 A & D models, P-40, Zero, P-51, ME-109, Hellcat, P-47, Sturmovick, Spitfire, and B-25, but that's just today. And the tanks weren't too shabby either, well come to think of it, they were kinda shabby, but that's only because they're, well, tanks. If you feel the need for more old fighter planes I recommend you visit the museum on one of their fly days and get your ears and nose full of the patina of old war birds! Nothing like un-burnt hydrocarbons and high decibels to stir the heart.

<http://www.flyingheritage.com/TemplateEventsCalendar.aspx?contentId=54>

After the museum tour, our heroic squadron struck out on separate sorties deep into Eastern Washington, well Leavenworth anyway, or back to Bellevue for the rally!

A special thanks to the Flying Heritage folks who opened early, and provided docent tours to keep us happy!



Spitfire at the FHC (GGLC Photo)

WCLM Autocross by Alan Perry

As part of the West Coast Lotus Meet, a Lotus-only autocross was held on July 5th at Bellevue College. It was put on by Golden Gate Lotus Club (GGLC) from the San Francisco Bay Area and one of the clubs that presented the WCLM.

The course was set up in one of the larger parking lots at Bellevue College, the one on your left as you drive in to the All-British Field Meet. For an autocross course, it is not much space, but the experienced crew from GGLC laid out a challenging course in the space available. GGLC brought up a box truck containing everything that you need to put on an autocross, including cones, timing equipment and even a PA system.

It was a work-run event, where you work one session and run the next or vice versa. Times for the course were between 30 and 40 seconds and each competitor got six timed runs. Most of the drivers ran Elises, but there were also an Elan, a Europa, a couple of Seven clones and a surprising number of Evoras.

Even if you weren't driving, it was an entertaining event to watch. The course included a section that was repeated and several drivers lost count of the number of times that they went through it and logged no time for the run. As is often the case at an autocross, drivers occasionally got lost in the sea of cones.

The course was so tight for the Evoras that they should probably have been given a cone allowance. Local competitors, included Mike Maxwell in his Elise (who was fourth fastest),

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Tom Forsyth in his Caterham (eighth fastest) and Maury Montag in his Elan. The fastest driver (by more than a second) was Rahul Nair from the Bay Area in an Ultralight Seven-clone with lots of horsepower and wide, sticky tires.



Rahul Nair turning the Top Time of the Day (G. Wood photo)

It was a fun and interesting event. The Club should figure out to have more events like it in the future.



Autocross photo by GGLC

Editorial Note: Scroll down at this link to see a video of Rahul's fast run: <http://gglotus.org/blog/2013/07/2000-miles-in-a-seven/>

July 6 Historic Races at Pacific Raceways By Tim Barker

A day at the races: 8.15am and we are ready for the corralling of the Lotus's. 9.15am we are still standing there waiting for the stampede. We have 80 spots and two cars parked, where can all the Lotus's be? Then all of a sudden here they come, one by one similar to the story of Noah's ark, fashionably late but seeing as these are Lotus cars they are fashionable as always.

We direct the cars telling them to aim at Alan in his fluorescent

green shirt that could not be missed by a blind man in a snowstorm. We end up with cars double stacked but all of the Lotus cars were now safely corralled.



Pacific Raceways Corral (Photo by D. Jackson)

Drivers are now sent to the sign up tent for a track pass for the parade laps. The sun breaks through and everyone is off to see the cars in the pits and soak up the unique atmosphere of vintage racing. Lunchtime looms and seeing as PIR will not allow Chuck's mysterious unmarked catering truck onto the facility, a group of volunteers goes on a covert mission to retrieve the lunches. Mission accomplished and the favorite on the lunch menu was the Smoked Salmon by popular vote.

Time for the parade laps. As usual the notice to go onto the track is go now or don't go at all. All the drivers saddle up and off we go to the pit lane. A great sight to see with all of these new and classic Lotus cars on the track together for the parade laps. Everybody was thrilled to go around the track albeit for only three laps but a fun time was had by all. As the long gray bearded track marshal said on our return, 'no crashes, no black flags, no breakdowns and the parade laps were actually finished 15 minutes early, which is a first, well done ladies and gentlemen'.

A day at the races, nothing like it.....especially in a Lotus.

Comment by Roger Croshaw: At the Vintage Races where we had the awesome display of so many Lotus', I had a smart aleck Porsche guy walk by me and say, "I didn't know Lotus ever made this many total cars." (!)



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Two Special Events During the WCLM

By Doug Jackson

It's hard to talk about just two activities that occurred during this summer's WCLM, but these two were pretty unique.

After most people spent the morning at the vintage/historic races at Pacific Raceway, the activity at the LeMay Museum started about 3:30PM with a casual (but judged) Lotus Car Show and ended up with an exclusive tour of the Museum. It was decided early on that the Car Show would be used mainly to display our cars on the lawn "Show Field" on the east side of the museum building and then a small group of judges (selected from the four major Lotus Car Clubs who attended the WCLM) walked among the cars and chose a representative sample of each of the road car models that Lotus has made over the years. Some of the cars were easy to choose (because there was only one in attendance), but others were more difficult.



On the lawn at the LeMay Museum (GGLC photo)

The activity at LeMay continued inside with a really nice catered dinner, which included an informative talk by Dominic Dobson (an ex-racer who now works as one of the marketing/out-reach people at LeMay). After that we all enjoyed an exclusive tour of the whole facility. I need to thank ELCC-members John Scheidt and Scott McGill (who both volunteer at LeMay) again for helping arrange this activity and for being informative docents. Awards were given out for the Autocross that had happened on an earlier day as well as for the Judged Car Show.



Dominic Dobson speaking after dinner (D. Jackson photo)

The last activity of the WCLM was the lunch at Griot's Garage. After I led a small group of people partway up onto Mt. Rainier, ELCC-member Jess Marker and I drove to Tacoma. We arrived at about 10:45AM and it seemed odd to me that I didn't smell the inviting aroma of cooking hamburgers. I had assumed that Griot's Garage was going to be providing the BBQ hamburgers and other complementary things, but Guy Devivo (the marketing/out-reach

guy there) with whom I'd been talking had assumed that we'd be bringing these things. Opps... time for "Plan B". Even though Guy wasn't there, the staff called him and he was nice enough to authorize them to order a bunch of pizzas and soda pop. Nice save! We enjoyed this lunch in their Employees Lunchroom. Thanks Guy!

We got to park our cars on the lawn area in the center of the parking lot and the Griot's people gave us a nice demonstration of several of the car cleaners, polishes and waxes using one of the WCLM participant's car. We also got to take a look at several very interesting cars that were on display in the retail store portion of this facility and quite a few people enjoyed purchasing Griot's Garage products and accessories.



Car Care class at Griot's Garage (GGLC photo)

So, yeah, all in all I think the 113 attendees had a good time during the WCLM and these two activities were well attended.

July 7 Post-WCLM "Drive in the Country"

By Michael Boyle (BC Lotus Car Club)

After only a small amount of arm-twisting from our friends in the ELCC, the BC Lotus Car Club set out to organize a day to "Drive in the Country" as the finishing book-end to the 2013 WCLM. It was decided to avoid downtown Vancouver and head for some of the quiet, Lotus-friendly back roads just north of the 49th. This allowed for a fair bit of driving and respected the fact that the BC Club has, as a group, previously been banned from some of the choice Vancouver roads.

So, plans were made to meet up on Monday morning a mile north of the border in White Rock.



We had a number of visitors who made the journey after the WCLM, as well as a rolling cast of BC members who joined for all or part of the day. It worked out that we had a fairly constant 10 or 12 Lotus, of varying types, throughout the day. The morning was largely social, as we had coffee, chatted for a while and then descended *en masse* on a local fish & chip place for lunch. Then we got to the more serious business of driving.

The first drive was a short, but scenic, tour around White Rock:



For those who may feel a bit homesick, the headland visible across the bay is in Washington State. From there, we went to visit a bit of BC motorsport history at the old Langley Speedway Track:



The Speedway oval was used by stock cars from the mid '60s to mid '80s. Not exactly prime Lotus material, but it was still interesting to walk on the old track even if it has now been taken over in a regional park and claimed by the local equestrian crowd.

After the Speedway, it was on to the main event around Fort Langley. After stopping to eat (again), we went for a moderately brisk 44 mile drive along the twisty back roads surrounding Fort Langley.

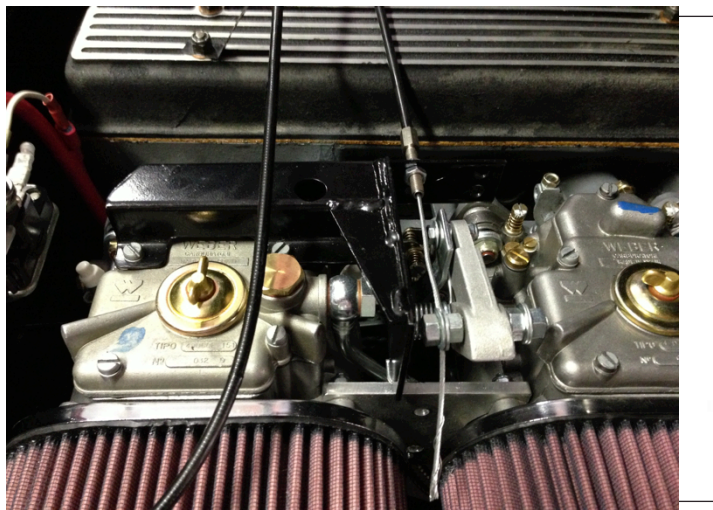
We finished up just in time to stop for a coffee before sunset so our visitors could start their onward trips before dark. It's almost always a good day when we have the chance to meet some new Lotus owners and get out in the cars.

24 Years (and Counting) Part II By Victor Smith

Previously I mentioned that the restoration of an Elan should be simple because of their small size and few parts. That was not the case. More or less, Elans have about the same number of parts as most other cars of the era, and don't let the small size fool you: everything is jammed into very little space. Jim Hall, Jay Leno's fabricator, referred to this when, in one of their videos, he mentioned the law of unintended consequences in building Leno's 26R. I had to smile because, yes indeed, if you modify one thing, it will most likely precipitate a chain of problems. Anyway, I learned a few things rebuilding my car that would have been very helpful to have known at the outset, stuff you all already know. But I'm going to go through this anyway just to reach that one person who may be contemplating a total restoration. Because that person will need all the help he or she can get, perhaps even counseling.

My biggest headache was the consequence of reinforcing the fiberglass body. I've had experience in projects that used resin by the drum so I just bulled ahead forgetting that "a little bit of knowledge is dangerous". I did a pretty good job technically, except that I hadn't made templates exactly indexing all the holes that would be covered up. Don't do that! I thought that by shining a light through the glass it would be possible to locate where the holes had been, but the outline of the holes was a little fuzzy and it was a chore to drill them precisely.

The new Spyder frame came undrilled, which necessitated fitting the body multiple times. If I remember right, the body bolts down in 16 places and all the holes have to be spot-on because the body is not going to wiggle around to compensate for an error. After a preliminary fitting, several of the mounting bobbins needed to be cut out and repositioned so the body would sit down flush on the frame. Then the vertical holes in the frame were indexed with a punch and the body was removed and refitted several times to drill them out. After that the body was bolted down to mark the horizontal holes, most of which needed to be tapped, so off with the body again to drill and tap them. It takes roughly the area under one big tree or, more precisely, about 3 car spaces to do this project: one for the chassis, one for the body, and another with shelving for storage of all the parts, doors, hood, trunk lid, etc. A dolly is necessary to store and move the body around, but you should really get a lift; I'd have been done a long time ago if I'd had one.



Throttle cable bracket from R.D. Enterprises

You can't take too many pictures or label and organize your parts too thoroughly when you strip your car, and don't throw anything away before you are done. Conversely, when reassembling, keep a record of your work, measurements, what you did and didn't torque down, parts numbers, compression, etc. Copy pages out of the parts manual to study when you can during the day until you completely understand how to do the job you're working on. That was particularly helpful with the wiring.



Dash with added voltmeter and oil pressure light. An MG radio blank is a perfect match for the ashtray.

It's easy to become frustrated with one problem area of the car and lose momentum. Don't get tunnel vision; think ahead by working on multiple projects so if you get stymied or have to wait for parts you can keep working on something else. You want to accomplish at least one thing everyday. Don't waste time waiting for free days to spend on your car - don't pass them up either - but you'll get much more done working just 30 minutes or an hour a day every day. Apply to yourself the same strategy that you should use to train a dog: set realistic goals, keep your sessions short and positive, and quit while you're still enthusiastic. That way the work stays fun, it's fresh in your mind, and you're eager to get back to it. Basically, my Lotus has become for me the equivalent of one of my old lab's training dummies. If I'd worked smart like that from the start I'd probably be looking at an engine rebuild by now.

As of the third week of July, the Elan runs well at a 900 RPM idle with about an hour on the motor. Passing the finals in basic ignition, timing, and Webers 101 has been very satisfying. I'm pretty confident now that if it breaks down and I can flag down a Snap-On truck and a British parts van I could fix just about anything. There are no doors, rear window, or interior trim yet, and the toe hasn't been set, but on July 18th I took it for a short spin to see if there were any major problems and there weren't any. As soon as I get seat belts I'll start putting the first 500 break-in miles on it and continue chipping away at the to-do list. In August it will be in the San Juan Concours (<http://www.sanjuanconcours.org>) and hopefully this fall some of you will see it at a First Thursday gathering. Next issue I'll roll some credits and wrap this up.

2013 ABFM in Bellevue By Mark Gleason

In honor of the 25 anniversary of the Western Washington ABFM, "Drivers and Survivors" was the theme of this year's show. We were encouraged to bring our well worn patina to show next to the

restored and resurrected brethren. The featured marque was the Triumph Spitfire celebrating its 50th year.

The weather couldn't have been better, sunny but not too hot. 21 Loti turned out for the event. Down a little from last year's numbers, but I suspect there was a little fatigue from all the West Coast Lotus Meet events just three week earlier.



Gary Holt's 1972 Europa TC (Soon to be For Sale)

The highlight of the event has to be Alice Larson winning the "Enabler Award"! She is the first winner of this new award given to the person who does the most to encourage the younger generation's enthusiasm in British cars. If you have ever seen Alice's Super 7 at the show with the "Feel Free to Sit In The Lotus" sign in the window you'll understand why she won it!

This was also the last year the ABFM will be held at Bellevue Collage. Next year the show will be held on the grass in Kirkland.



Fun in Alice Larson's Seven (ABFM Photos by M. Gleason)



Classified Ads

Wanted

Lotus Elan Parts: Looking for doors and windshield frame for Elan S1/S2, also any front and rear suspension parts. John Schneeman 206.854.6706 or jmschneeman@msn.com

For Sale

Elan steering rack mounts from RD Enterprises. Solid aluminum. I have an extra set. They list for \$160 plus shipping. I'll take \$130.00.
NOS Rotoflex couplings, 4 ea. \$150.00 for the set. Gary Wood 425-876-9895 mrdoow@yahoo.com

72 Europa Twin Cam. Showing 30K miles. Not running for a long time. Starter out (included) otherwise car intact. Garaged. \$7000
Series 3 Elan Coupe. Titled as a 1969. Project car for restoration or race conversion. 26 R flares and rear inner wheel panels purchased but not installed. Some new rubber molding included and other new parts. Partially apart. Prefer to sell with Stromberg twin cam and/or Duratek engine. Stromberg will need rebuild, Duratek purported to have minimal miles. \$7000 as is. Jay Hadley Hadley@ryanlaw.com or call cell 206-390-4090; wk 206-654-2258

LOTUS EMBARKS ON MAJOR RECRUITMENT DRIVE

Press Release. Thursday, August 1, 2013

Iconic British car manufacturer Lotus has announced that it is to create more than 100 new jobs, including a new intake to its revamped graduate programme.



The firm will recruit 45 specialist engineers and 40 manufacturing operatives, along with 18 graduates. Lotus' recruitment drive follows a £100 million investment by owners DRB-HICOM, enabling the company to strengthen its engineering, productivity, efficiency and quality.

Both the engineering specialists and graduates will work on the development of new products within Lotus Engineering, one of the most renowned automotive engineering facilities in the world.

Lotus has created the new positions in response to increased global demand for its sport cars and an anticipated rise in interest in its engineering consultancy services.

The firm is also focusing on growing into new global markets as currently around 90% of all Lotus vehicles are exported.

Lotus, which recently unveiled its latest model, the Exige S Roadster, employs more than 1,100 staff across the UK with its headquarters based in Hethel, Norfolk.

Aslam Farikullah, Chief Operating Officer at Lotus, said: "It's been a period of substantial change at Lotus and we are now in a strong position to expand our work on future products and to increase production in our manufacturing facilities. We want Lotus to be at the forefront of the global automotive industry and for us to remain competitive, we will introduce more exciting products – there has never been a better time to be part of the future of Lotus."

More 2013 WLCM

Go to <http://www.westcoastlotusmeet.com> and click on "Recap 2013 WCLM" for photos, videos, & stories.

DMC-12 + Lotus Esprit *Separated at Birth?*

Not everyone knows that Colin Chapman's final car design was the DeLorean DMC-12. In fact, there are numerous similarities between the iconic DeLorean and the classic Lotus Esprit.

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1981 Twin Chassis Lotus T88B, banned for being too fast! (Sports Car Digest photo)