



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



# LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - Aug-Sept 2010

## FROM THE CHAIRMAN'S DESKTOP

Doug Jackson

July was a pretty busy month for ELCC activities. First of all, we held another of our casual "First Thursday" get togethers on July 1st, then shortly after that were the Vintage Races were held on July 2nd, 3rd and 4th. These races are planned and organized by the Society of Vintage Racing Enthusiasts (SOVREN) who put this full weekend of activities together as a fund raiser for

during July (including car shows affiliated with Seafair) and I hope you enjoyed a few of them also, depending on your special interests.

August was another month that contained ELCC events and activities ("First Thursday", Mountain Loop Drive, etc.) plus a bunch of other fun, non-club things which I itemized in an e-mail that I sent out to the ELCC Googlegroup on July 27th. I hope that you took advantage of at least some of these activities and appreciate all of the time and

that, there will be a bunch of other good excuses to take the cover off of your Lotus and get it out of the garage and give it some exercise.

There seems to be a small core group of ELCC members who take part in most of the "First Thursday" and other club activities during each month and that's pretty typical for any group or club, but I'd really like to encourage our older and newer members to become more active in the club's activities. I'd also like to encourage you all to give some thought to new and different activities that



you'd like to have our club take part in. If you know of an automotive repair or restoration specialist (mechanical, painting, fabrication, etc.) you think might be interested in having our club visit them and/or any other general automotive shop who might be able to put up with a bunch of interested people asking lots of questions, please let me know. Of course, it'd be fun if they were

Children's Hospital. After that, there was the Western Washington All British Field Meet (ABFM) occurred on July 24th and then the following Saturday (the 31st) we held our annual Summer BBQ.

As some of you already know, there were several other non-ELCC automotive activities

effort that it takes the organizers and volunteers to put on these activities

September is going to be a pretty fun month of car activities beginning with the week-end long automotive extravaganza that contains the Portland ABFM and many other things. Then following

interested in Lotus cars, but that's not a strict requirement.

This summer has been a fun time and I suspect that the fall and winter seasons will be enjoyable too.

Get out there and enjoy your car(s).

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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.

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### Advertisements

Classified advertisements are free for ELCC members, and pricing for non-members is available on request. For adding or removing advertisements, please send them via email to classifieds@elcc.org or by calling (206) 686-7326 by the 10th of each month.

1985 Esprit Turbo, BRG with tan interior. Maintained and used regularly, no leaks. 57K miles, \$14,750. Call Robert at (509) 447-3344 (Eastern WA).

Lotus Elise 111S, Right Hand Drive, Rare VVC Rover powered Series1 Elise with Dave Andrews K06 upgraded head giving approx 170HP. Factory hardtop and soft top Lotus Sport upgraded shocks and springs, alloy belled discs, carbon fiber rear diffuser, Speedline wheels, 29K. This car can not be licensed for the street and is sold with a bill of sale only. Contact John Schneeman at jmschneeman@msn.com or (206) 854-6706. New price of \$16,500.

Looking for a Lotus car or parts? The below ads have been spotted in various sources. Note: The below ads have no known affiliation with, nor are endorsed by, the ELCC. This info is being provided to assist members in their search for cars and parts.

1999 Esprit V8 - Black/Black, 21k miles (Sammamish) - \$28,900 -- Contact Jeff at sale-hbj2-1811194850@craigslist.org

WTB - An Elan Roadster (not M100 Elan). No projects, please. Contact John at jgarvey2@cox.net



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IRDC: International Race Drivers Club, Seattle, WA  
206-781-8199 <http://www.irdc-racing.com>  
ICSCC: International Conference of Sports Car Clubs  
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SCCA: Sports Car Club of America, NW Region  
206-292-0500 <http://www.nwr-scca.org>  
SCCBC: Sports Car Club of British Columbia  
604-824-7277 <http://www.sccbc.net>  
SOVREN: Society of Vintage Racing Enthusiasts  
206-232-4644 <http://www.sovren.org>  
TC: Team Continental, Portland, OR  
503-645-9058 <http://www.teamcontinental.com>

## Car Clubs

ACNW: Audi Club Northwest <http://www.audiclubnw.org>  
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CMCS: Corvette Marque Club of Seattle  
425-486-2309 <http://www.corvettemarqueclub.com>  
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360-766-4405 <http://www.nwalfaclub.com>  
WWSCC: Western Washington Sports Car Council  
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## THE 22ND ANNUAL PACIFIC NORTHWEST HISTORICS, VINTAGE RACES

Doug Jackson

For those of you who attend one or more days of the Vintage Races that occurred over the 4th of July weekend, you know that it was a pretty good time. And, as most of you know, this is the biggest event that is put on during the year by SOVREN (the Society Of Vintage Racing Enthusiasts) and it raises a lot of money for Children's Hospital.

The "Historics" activities started on Friday, July 2nd during which the people who were planning to drive and race their cars at Pacific Raceways on Saturday and Sunday had several opportunities to tune up and prepare them. As you might



guess, some of these old cars



needed to be brought out of their storage facilities and winter slumber so their owners could drive them. Many of the drivers and owners work on their cars themselves while others pay professional shops to get them ready for competition.

These vintage races attract quite an interesting variety of cars, all the way from; Ferrari, Jaguar, Lotus, Chevy Corvette, Mini and other easily recognizable names to others (like Bobsy Vanguard, Peyote, Marcos, Winkelmann, Piper, etc.) that you probably haven't heard of. And, one of the really interesting aspects of these events is that you get to wander around the pits, take pictures of whatever you want and ask questions of the owners, drivers and the people working on these cars... it's really a lot of fun!



during the 50s, 60s and 70s. There many different classes and categories for the drivers and their cars to compete in, which even included an Exhibition Class that brought out some pretty amazing equipment and seriously fast cars! Each year the organizers invite a guest "celebrity" and this year was no different in that August "Augie" Pabst II (can you say Pabst Blue

Ribbon beer!?!)) was in attendance and he'd agreed to bring his 1963 Lola Mk 6, which was the early prototype for the Ford GT40 that challenged Ferrari for several years in Grand Prix races.

The ELCC had a few cars in our "car club corral" and each of the three days of the event a few people took the opportunity to drive the race course for several "Parade Laps", which was definitely a lot of fun.

If you've never been to this event, I'd encourage you to attend at least one of the days next year and you might even consider attending at least part of all three days simply because you get to see different things each day.

There were a few old exotic race cars from the 30s, a sprinkling from the 40s, but the majority were originally built and campaigned



The PNWR CCC hosted a nice event in the afternoon, during which you could refresh yourself with a chilled glass of wine (or soda pop) and a light repast of sandwiches and other snacks while you wandered around and looked at all of the gorgeous cars. And the cars that the owners were willing to drive clear to California made for a very interesting collection, made up of: a beautifully restored 1902 Mercedes Simplex (yes, I said 1902!); a very nice 1915 Rolls Royce; a 1927 LaSalle; 1928 Bugatti; 1930 Bentley; 1934 Bentley; 1934 Packard

**PEBBLE BEACH KICK-OFF EVENT**

Doug Jackson (with detailed information provided by Arnie Barer)

For those of you who's interest in things automotive goes beyond your love of Lotus and other British cars (and I know that there are a bunch of you out there!), you might have been really interested in attending the recent "Pebble Beach Kick-Off Event" that was held at the LeMay Auto Club in Kirkland recently. This event is hosted by the Pacific Northwest Region of the Classic Car Club (PNWR CCC) and is put on each year to give their members and guests an opportunity to get together the evening before a bunch of them head off in their gorgeous cars to drive the more than 1,000 miles (by mostly back roads) to Pebble Beach, California.

our club to this event a while ago and, like Steve Shipley (another ELCC member who attended), I can assure you that it was very interesting to attend. The cars that were going to drive in this "Pebble Beach Motoring Classic" were chosen from a select group of

Coupe; 1954 Mercedes-Benz 300SL, and; ELCC-friends John & Mary Shirley's gorgeous yellow 1967 Ferrari, as well as many others.

All-in-all, this was a very unique event and next year, if Arnie let's us

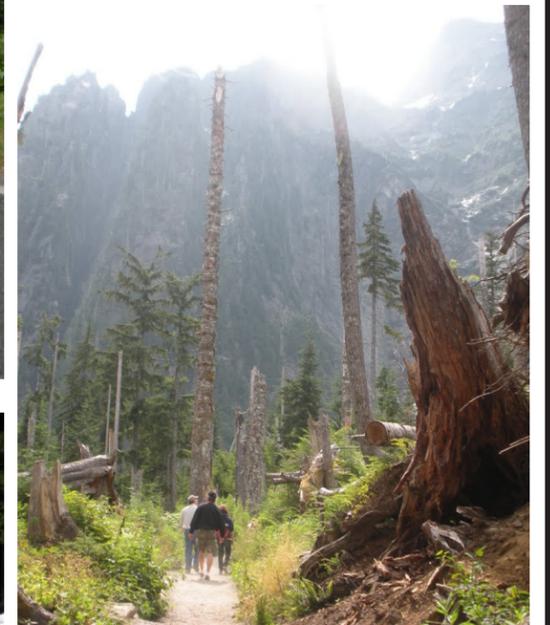
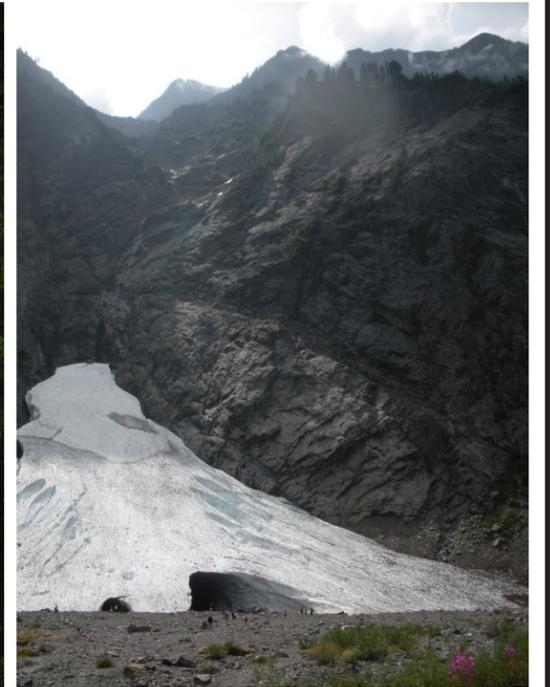


ELCC-member, Arnie Barer (who owns and drives a 1929 Franklin in addition to his 1964 Lotus Elan - now there's a contrast!!) alerted

automobiles which had qualified at one time for the Pebble Beach Concours and/or are of particular historical importance.

know about it and you have time to drop in for even a short visit, I know you'll enjoy yourself.

**MOUNTAIN LOOP DRIVE 2010**



## Western Washington All British Field Meet 2010 (cont)



the Ferrari owners, that and lots of money! Except for Arny of course, he's one of us! )

Of special interest was the new Evora that Park Place had

last February at the age of 65. After helping Chuck Dekeyser with the ELCC's part in organizing this years ABFM I've come to appreciate how much effort goes into these events. Arnie's relentless good will, drive and energy will be missed.



My personal favorite was Brian Wertheimer's Type 14 Elite making its debut showing since completing an extensive restoration. Anyone who took the tour of Randall Fehr's shop a while back will remember the car. Honorable mention goes to Alice Larson for getting her venerable but reluctant Seven across the waters for anyone to sit in! Anyone who stops on the way to a car show to buy parts so the car can make the rest of the trip deserves extra points if you ask me. (It's that kind of determination that separates Lotus owners from

on display. I had missed out on the ELCC tour of their shop so this was my first look. A lot of folks seemed to be on the fence about whether they liked the look of the car but I was impressed. I look forward to seeing more on the street soon.

On a more sober note, for those who may not have already heard Arnie Taub the long time organizer of the ABFM passed away

Results from 2010 ABFM  
LO-1

- 1) 1960 Elite Brian Wertheimer
  - 2) 1966 Lotus 7 Don Christopher
  - 3) 1966 Cortina Roger Neale
- LO-2

- 1) 1970 Elan +2 Bryan Wicks Burnaby, BC
  - 2) 1971 Europa Roger Croshaw
  - 3) 1967 Europa Randall Fehr
- LO-3

- 1) 1978 Esprit Walid Hussein
  - 2) 1974 Elite Crag Shuck
  - 3) 1984 Esprit Roger Mulloy N. Vancouver, BC
- LO-4

- 1) 2005 Elise John Abbott
- 2) 2007 Elise Clayton Prow
- 3) 1997 Elise Alan Perry



## SPOKANE BRITBULL XIV

Jeff Holy

August 1, 2010

Spokane has enough of a British car presence to have a British car club, but not enough to have a separate club for each of the Marques. Nonetheless, once a year all things British get together for a car show under the sponsorship of Spokane based Northwest British Classics. Triumph, MG and Jaguar are found in adequate local numbers to have had their own classes at the show, yet Lotus is still enough of a rarity to have been listed in the Specialty Vehicle category. My '78 Esprit S1 was parked next to a Bentley on my right and a Sunbeam Lemans on my left. The only other Lotus there

was an almost BRG 1985 Turbo Esprit belonging to Bob Ewens. If this sounds familiar, it's because you have recently seen Bob's car for sale in the

4As & a few well kept daily driver TR-6s were shown. It's always been my preference to see a car that is driven to the event showing a bit of wear with a great deal of care. It often breaks my heart to see the potential fun available from a 95 point car tailored in to a

classified section of the ELCC newsletter. Bob loves the Lotus, but has a problem in choosing which car to drive having several other choices in the livery, including a Testarossa.

We should all have such hard decisions to make. Bob said that he knows that as soon as he sells the Lotus, he will feel compelled to buy another one. Here's a guy that owns and regularly drives several different Marques, and he freely comments that what makes Lotus outstanding is the handling.

There were a few interesting MGCs at the show, but also seen were the expected Buick 215 / BL 3.5L conversions to a few MGBs. Some very pretty Triumph TR-



show. Looking at perfect car on the lawn evokes feelings of standing in a new car dealer showroom 30+ years ago, while looking at a car you can't afford, but would sell your soul to have. I still remember standing in a showroom next to a new 1977 Esprit and feeling the excitement, but not even being able to sit in the car.

A number of the cars in the show had for sale signs in the window, unlike the ABFM @ BCC where the for sale lot is kept separate. If the BritBull for sale cars were kept apart, the show was small enough that quarantine would have been noticeable. All things considered, the weather was supposed to Thunder-shower and yet the sun shined. So many local people were just plain friendly and willing to take time to stop and talk for more than 30 seconds. And to add a nice ending to an already nice day, I won a Moss fender protector as a door prize. The brotherhood of British motoring lives on in Spokane. It would be worth the trip next year.



## A BRIEF HISTORY OF LOTUS ROAD CARS

Alan Perry

With the announced change in direction for Lotus and some Lotus owners not being familiar with Lotus history, it is probably a good time to look back at the history of Lotus road cars to date.

Colin Chapman first dubbed his Trials car Lotus in 1948. However, this car and subsequent cars until 1957 were, even though they may have been used on the road, primarily competition cars.

The Elite (Type 14) was launched in 1957. While it was also intended as a competition car, it was a beautiful two-door coupe that didn't look out of place on the road and was really Lotus' first road car. The Elite's chassis was all fiberglass. It had a little ahead of its time and was very expensive to build.

The Elan (Type 26) was intended as a low-cost replacement for the Elite and was introduced in 1962. Instead of an all-fiberglass structure, it had a fiberglass body on a steel backbone chassis. This type of chassis was used by all Lotus road cars until the Elise. The Elan was powered by a Lotus-designed cylinder head on a Ford engine block. The Elan was first available as a roadster, then as a coupe (Fixed Head Coupe, Type 36 and Drop Head Coupe, Type 45).

By the mid-1960s, the Lotus Seven has evolved into a road car and Lotus wanted to replace it. The Europa (Type 46) was intended as a replacement for the Seven, however, by the time it went into production, it was about the same price as the Elan. The Europa was mid-engined, one of the first mid-

engine production cars. The body for the first Europas was bonded onto the backbone chassis. This improved the chassis, but made the cars hard to repair after an accident. The next series Europa (Type 54) has the body bolted to the chassis. This was followed by the US market Europa (Type 65) and a restyled Europa powered by the same engine as the Elan (Type 74).

Next was the Elan+2 (Type 50), a stretched, 2+2 coupe (fixed head) based on the Elan.

In 1969, Lotus became a public company. With the addition funds that this brought, the company decided to go upmarket.

Sales of the Elan, Elan+2 and Europa continued into the 1970s. However, new safety regulations would eventually stop production of these model. Also, up until this point, Lotus road cars could be purchased in kit form, primarily to avoid UK Purchase Tax. However, when the UK went to a Value Added Tax, this advantage went away and that was the end of Lotus kit car sales.

In the move upmarket, Lotus designed their own engine (the 907) to go into three new, larger, more luxurious cars. These were the Esprit (Type 79), Elite (Type 75) and Eclat (Type 76).

The Esprit was a two-door, two-seat, mid-engined sports car, based on a stretched Europa chassis. The Elite and Eclat were front-engined coupes, one a hatchback, the other a fastback.

Unfortunately, the Elite and Eclat were introduced during the first Arab oil embargo and a serious economic crisis in the UK.

The Esprit was introduced later, in better economic conditions, and sold well, particularly in the US. However, no one in the US could pronounce the name 'Eclat', so the model was renamed the 'Sprint'. Also, in the US, Lotus went into a distribution agreement with Rolls-Royce, which ended up being an incompatible relationship.

In the early 1980s, a number of significant events occurred at Lotus. First, the dealer and service network in the US fell apart. Then, Lotus and Chapman were caught up in a financial scandal related to DeLorean Motor Company, which Lotus had done engineering work for. Then, Colin Chapman died of a heart attack. The company was financially on the edge and Chapman's death likely gave the company enough breathing room to survive.

In the meantime, Lotus went further upmarket with the Turbo Esprit (Type 82), an even more luxurious, turbocharged version of the Esprit, and the Excel (Type 89), an upgraded version of the Eclat. Lotus started working with Toyota during this time, using Toyota parts. Also, Lotus is rumored to have been involved with the development of the original MR2.

In 1987, Lotus was purchased by GM. Through the 1980s, much of the company's development work was on a new open-top car. This eventually became the front-engined, front-wheel drive M100 Elan. This was intended to be a high volume car (in Lotus terms), but (another) recession, a high price and cheaper cars (like the Mazda Miata) resulted in poor sales. Lotus stopped building it in 1992.

In 1993, GM sold Lotus to Bugatti (a company different from both the original Bugatti as well as the current VW-owned company that makes the Veyron) and its founder Romano Artioli. At the time, Lotus was developing a new, back-to-basics, small volume car, referred to as the "New Small Sports Car". This was eventually put into production as the Elise.

Lotus expected to make about 700 Elises per year. Unfortunately, while the Elise was being put into production, Bugatti and Artioli were having financial troubles and eventually sold Lotus to Proton, the Malaysian national car maker. The Elise ended up being a huge success and reinvigorated the company. They continued to sell the Esprit, but the bonded, extruded aluminum chassis used in the Elise made the old chassis design in the higher-priced Esprit look even more out-of-date.

This created a problem about what to do in the US. The Elise needed a different engine for US emissions and Lotus felt that it also needed additional features (such as ABS) to sell in the US. That meant development costs. On the other hand, the Esprit was being sold in the US on a safety regulation waiver and needed additional money to be spent on it. Eventually, Lotus re-established their relationship with Toyota to source engines for the US Elise and introduced the car here in 2004.

You know the story from there, right?

## Western Washington All British Field Meet 2010

Mark Gleason

If you were wondering what better way to spend a Saturday in July than slow roasting in brilliant sunshine and 84 degree heat with your friends and their favorite toys in an east side parking lot? If that sounds like your kind of

fun; welcome to the 22nd annual Western Washington ABFM at Bellevue Collage!

The ELCC had a strong turn out this year with 19 Loti showing up for the event. Several of those were from our friends across the borders in Vancouver BC and Portland OR making the trek. And that's not counting the cars for sale at the Swap Meet and Park Place Motors's display.



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