



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



# LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - July 2010

## FROM THE CHAIRMAN'S DESKTOP

As many of you probably already know, if you've taken a look at our website lately (elcc.org/events.asp), there are a number of pretty fun Evergreen Lotus Car Club (ELCC) activities and events that you can take part in during July, and those things include: attending one of the continuing series of our casual "First Thursday" club gatherings on Thursday(!),

raiser for Children's Hospital; attending as a spectator and/or as a car exhibitor at the Western Washington All British Field Meet (ABFM) on the campus of Bellevue College on Saturday, July 24th, and then; last but not least, there'll be the ELCC Summer BBQ at John Schneeman's house on Saturday, July 31st which is always a good time to get to know a few more of the ELCC members that you see at other events, but

cars (both the old ones and the new ones) are enjoyable to drive, so I'd like to encourage you to get yours out and have some fun with it.

Also, if you have an idea about an event or activity that you'd like to see our club do and/or take part in (like joint-activities with other car clubs for instance), please get in touch with me (chairman@elcc.org) and/or any of the other club officers and volunteers (look in the newsletter and Club Roster) because it's always fun to try something new.

Doug Jackson, Chairman



## ELCC "SUMMER DRIVE

Alan Perry

Today is Wednesday, four days after the ELCC Summer Drive around Mt. Rainier. The weather is amazing. Sitting in traffic in Bellevue, the mountain is clearly visible. Not even the clouds usually seen at the summit are there. The views up there must be spectacular.

It wasn't like that when we did the ELCC drive. On that Saturday, it was rainy and overcast and miserable. And it got worse as we headed up the mountain. No wonder only four cars participated in the drive and only two of them were Lotuses.

John Abbott drove his Elise. Doug Jackson and his wife were there in his Type 75 Elite. Aimee

July 1st (which may have already occurred before you receive this newsletter, but hopefully you received a "Socializr" e-mail about it); you have an opportunity to attend the full weekend (Friday, Saturday and Sunday, July 2nd, 3rd & 4th) or maybe just one or two days of the Historic Races at Pacific Raceways near Kent which are sponsored and scheduled by SOVREN (Society Of Vintage Racing Enthusiasts) as a fund-

don't have a chance to talk with very much (look for a "Socializr" e-mail about this event also).

As you can see, the ELCC continues to think up, plan and organize a bunch of different types of activities and events (some old/established and repeating and some new and un-tried) to encourage you to get your Lotus out of the garage and onto the roadways around Washington and beyond. We all know that these

# JAE

Independent Lotus  
& English Ford  
Parts and Service

Jay and Jeff



805.967.5767

805.967.6183

## Lovelys Storage

Dry, secure, affordable car storage since 1985



253 863 8608

vic@viclovely.com

Edgewood, WA



## Lotus Parts Specialists

Raymond D. Psulkowski

290 Raub Road, Quakertown, PA 18951

Phone (215) 538-9323 Fax (215) 538-0158

e-mail rdent@rdent.com

http://www.rdent.com



## dave bean engineering



Official Lotus Vintage Parts  
Distributor for the US & Canada



www.davebean.com

636 east saint charles street • star route 3 • san andreas ca 95249 • usa  
Phone ..... (209) 754-5802 Fax ..... (209) 754-5177  
US & Canadian TOLL-FREE FAX ORDERS ..... (800) 469-7789



Lotus Lines is the official newsletter of the evergreen lotus car club. opinions expressed in Lotus Lines are those of the author and do not necessarily represent those of the elcc or its officers. Use all techni-cal information at your own risk. Please submit all articles, art work, and photographs to the Editor. All other official business should be directed to the chairman. Other Lotus clubs are welcome to use the material printed in Lotus Lines, provided that the ELCC, Lotus Lines and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

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 currently those officers are:

Chairman: Doug Jackson (206)870-0359  
chair@elcc.org

Membership: Alan Perry (206)855-9464  
alanp@snowmoose.com

Treasurer: Andy Keck (206)390-3870  
andykeck@mac.com

Editor: Robert Vets (206)669-8444  
editor@elcc.org

Advertising: Sean Lane (206)686-7326  
classifieds@elcc.org

Printed By K&H Printers

Layout by Jessica Vets Design - jvets15@mac.com

## Brooklands British Car

www.brooklandsbritish.com

Austin • MG • Triumph • Lotus  
Sunbeam • Morris

Parts - Service - Restoration

8235 So. Tacoma Way  
Tacoma, WA 98499 USA  
1-253-584-2033

## Classified 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-hbzj2-1811194850@craigslist.org

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



## For classic Lotus restoration and repair . . .

Mechanical  
Electrical  
Interior  
Fiberglass  
Paint

High standard of workmanship for performance, reliability and beauty.

## RANDALL FEHR RESTORATIONS

30 South Horton Street Seattle WA 98134 ☎ 206 622 7469

# When Added Lightness Meets Added Power

Introduce yourself to the new Family of Supercharged Lotus



Lotus Bellevue at

**PARK PLACE LTD**

425 562 1000

13710 NE 20th St, Bellevue, Washington  
www.ParkPlaceLtd.com

## ELCC FIRST THURSDAY GET TOGETHERS

For those of you who have seen the e-mail and "Socializr" invitations to the various ELCC "First Thursday" get togethers and have considered attending one or more of them, but haven't done it yet, I'd like to encourage you to do so.

These casual get togethers (which seem to have started from a suggestion by ELCC-member John Schneeman) have been going on for quite a while now and have taken place in a number of different locations, although a lot of them

have occurred at the casual and funky Smarty Pants tavern/grill which is located in the Georgetown area south of downtown Seattle.

These gatherings are really not meant to be official ELCC "meetings", but rather are just a way for a few of our members to get together in a casual setting to have the opportunity to chat about Lotus and other kinds of cars as well as anything else they've been thinking about... mostly car-oriented.

These gatherings are also a good opportunity to take the time to talk about future ELCC and other car club events and activities, such as "drives" and car shows and share

other information that maybe not everybody knows about.

We held the June "First Thursday" get together at the Three Lions Pub which is British-style restaurant in Redmond and, because it was pretty successful (we had nine people attend), I think we'll probably hold a few more there... so, if you are interested in this sort of thing, watch for the next "Socializr" e-mail and join us.



Hou was originally going to drive her Elise, but weather got her to reconsider and drive an Audi A4. I had intended to ride with someone and take photos, but no one would be driving with their windows open or top down, so I drove my VW R32 instead.

The route was clockwise around Mt. Rainier, after starting in Renton and driving south on Hwy 167 to Auburn, then southwest on Hwy 164 to Enumclaw then starting the loop on Hwy 410. There were planned stops at Greenwater, a photo op against the snow on Hwy 123, Paradise and Elbe.



over to let someone who could see out of their car lead and intended to follow behind a car that could



It was a mellow, relaxing drive. The first two stops went nice breaks. Look for some of the resulting photos in the calendar photo selection in the fall.

We entered the Mt. Rainier National Park at the Stevens Creek entrance and started the climb up the hill. That is when the brief drama on the drive occurred.

Doug was leading the way. What we didn't know was that the wipers on his car has stopped working. He couldn't see out of the front of his car. All that I could see was that he was driving slowly. He pulled

to follow behind a car that could see the road. However, that isn't the message that everyone else got. Each of us passed Doug and disappeared up the road.

We got to Paradise and waited for Doug. Given the gap that we opened on them, it was amazing how soon

they caught up with us. But what was even more amazing was how many people were already there. The parking lot was almost full.

The hardy people of Puget Sound apparently don't go up Rainier for the view, because it was all clouds.

John had to get back

to town, but the rest of us stayed for lunch at the Inn. I thought it was pretty good. After lunch, we set about trying to resolve Doug's wiper problem. He quickly decided to try some sort of push-pull arrangement with rope, but finding the rope proved to be a problem. I offered the laces from hiking boots, but he used rope provide by a park ranger. It didn't take long to get it installed and tested. We could now get back on the road.

The drive back was just as relaxing as the drive up. Some of the fog was heavy, but didn't last. At Elbe, the drive was officially over and from there we went our separate ways home. Thanks to Doug for putting the drive together.



## VANCOUVER BC ALL BRITISH FIELD MEET 2010

Robin Bolz

The All British Field Meet held at VanDusen Botanical Gardens in Vancouver BC is perhaps my favorite car show of the year. I believe it is certainly the best British Car Show on the West Coast, and arguably one of the finest anywhere outside of the UK. What make it so is a combination of the incredible setting, coupled with outstanding organization, the quality, quantity and variety of cars, and the general atmosphere and friendliness of the attendees. The event is becoming so well known that it even draws some pretty big-time press, with coverage this year from both the New York Times and a video team from CNN.com.

As we did last year, we circulated an invitation around the ELCC membership to meet up early on the morning of the show at Park Place for a group run up to the border and on to the show. As I am also the local area rep for the Aston Martin Owners Club, I did likewise to that constituency, hoping to top the four Lotus and two Aston Martin convoy we assembled last

year. Unfortunately, the weather forecast did not cooperate this year which apparently dampened the enthusiasm of both clubs' members.

But after spending several days fastidiously preparing both my 2005 Elise and my 1998 DB7

for the show, I was committed. When my good friend Laurie Bertig showed up at my house at 5:45 AM on the morning of the show, it was not raining, although the skies were a very foreboding shade of dark grey. We crossed our fingers and pulled back the covers on the cars, but literally by the time we opened the garage doors, the skies had opened. Oh well, it's only water right? So off we went to the rendezvous spot at Park Place; me in the Aston and Laurie already grinning from ear to ear behind the wheel of my Elise.

We got to Park Place and given the weather, I guess I wasn't that surprised that no one else was there, except another buddy of mine (Brendan O'Connor) whom



I had invited, despite the fact that he's a "Porsche guy". He couldn't stay in Vancouver the whole day so he had brought his Autobahn cruiser E55 Mercedes to drive up. Of course, the great news in that was that it was fully equipped with all manner of radar detection and



jamming equipment, so Brendan was kind enough to run "blocker" for what turned out to be a very quick run to the border!

The other great news of the day was that by the time we got north of Everett, the rain had stopped, and the closer we got to Vancouver, the more the weather improved! I've been to this show 7 of the last 10 years now so I can testify that this seems to be a common pattern. The day turned out to be quite pleasant and the show was its usual sensory-overloading self. Over 600 British cars showed up again this year, so many in fact that they actually had to turn late entrants who showed up the morning of the show away for lack of room.

Lotuses in attendance were 2 Elan's (including one immaculately restored 1970 Elan +25), 2 Esprits (one of which had been restored/modified to the owner's [shall we say] particular tastes), 3 Elises and 5 Super Seven derivatives. Nice cars all, although the overall numbers of entrants from the marque were down from 2009. As for awards, I am pleased to report to the membership that I



carried the ELCC banner well by winning 1st place in the Elise class against two Canadian contenders: a 2007 Chrome Orange car and a 2008 Atlantic Blue car with a tan interior. I joked with the 2nd and 3rd place finishers as we went forward to receive our plaques that the natural bias of the voters toward "vintage" cars was likely the reason for my 2005 model year's victory.

All in all, it was another superbly enjoyable ABFM day in Vancouver. I would strongly encourage you to put this event on your calendar for next year. I guarantee you will not be disappointed.

### LOTUS ANNOUNCES CHANGE IN DIRECTION

Alan Perry

Details won't be announced until the Paris auto show in September, but Lotus' parent company Proton intends to return Lotus to profitability by radically changing the type and volume of cars it builds.

Proton claims to have lost money with Lotus every year since they purchased

it, so they are pursuing a five-year plan to do so. This plan will a) increase volume from around 2000 cars per year to 8000 cars per year b) increase price so that the average Lotus costs between GBP 80,000 and 110,000 and c) achieve performance

through high technology instead of the traditional Lotus notion of simplicity and light weight. They intend to compete head-to-head with Ferrari, Porsche and Lamborghini.

In a Malaysian National News Agency report, the managing director for Proton said "Group Lotus is targeted to have the best car in class products across the key luxury sports car segment with unparalleled brand experience, sales and after-sales service, efficiency and high quality product."

This announcement comes as Lotus is about half-way through its previous five-year plan. However, last year, long-time, off-and-on CEO Mike Kimberley stepped down because of health issues. He was replaced by Dany Behar from Ferrari and followed by more former Ferrari, Aston Martin and Porsche executives. In light of this, these changes are not surprising.

Initially building minimalistic sports cars, Lotus started to move upmarket in the 1970s with the Elite and Eclat and continued for more than two decades with the Esprit. The introduction of the Elise and Lotus' return to its roots in the 1990s revitalized the company.

This new move could make the company profitable. But, without the traditional Lotus approach, is the resulting product still a Lotus? The "dawn of a new age" is coming, details to be announced on September 30.

## Lotus Service Center

Introducing Bellevue's Newest Lotus Repair Resource

Providing Friendly, Professional, and Caring Service for your Lotus

Servicing Lotus, DeLorean, Classic Ferrari, Range Rover, and other fine European Motorcars



Visit us in our new location near Safelite Autoglass on Bel Red Road  
Our experienced technicians are dedicated to providing the very best in automotive service



DMC Northwest  
12768 Bel Red Road  
Bellevue, WA 98005

Toby Peterson - Owner  
Phone 425.451.7000  
Fax 425.451.7019  
Email - [toby@delorean.com](mailto:toby@delorean.com)

[www.dmcnorthwest.com](http://www.dmcnorthwest.com)

