



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



# LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - May/June 2010

## FROM THE CHAIRMAN'S DESKTOP

Doug Jackson

This past month or so has been pretty busy with activities run by and/or simply attended by ELCC members, starting with: one of our normal "First Thursday" events on April 1st (April Fool's Day!) at the Smarty Pants beer and great sandwich place; an interesting track day event out at Pacific Raceways run by SOVREN on April 10th & 11th which they called "Kickoff/Defrost"; a well attended "Shop Tour" at British-European, Ltd. in Seattle on April 17th, and; the "LaConner Tulip & Daffodil Rallye" held in the Burlington/Mount Vernon/LaConner/Anacortes area on April 24th.

May was also full of car activities, including: another casual ELCC "First Thursday" get together on May 6th; a "Shop Tour" at Griot's Garage new facility in Tacoma, and; a bunch of people making a long day of it by driving up to and back from the Vancouver ABFM car show on May 22nd.

June should be a pretty fun Lotus-centric car month if you'd like it to be because the ELCC has a number of things planned, which includes: another "First Thursday" get together (naturally) on June 3rd (maybe at the Three Lions English-style pub in Redmond... watch for an e-mail "Socializr"



invitation) ; an ELCC "Summer Drive" (date to be determined... probably the 12th or the 19th), and; a unique "Twilight Lapping Day" activity at Pacific Raceways from 4:00-8:00PM hosted by the Alfa Romeo Car Club on Wednesday, June 23rd... it costs you to drive your car, but it's free to watch.

So yeah, there's a lot going on and many opportunities to get together with other people who enjoy the cars built by the Lotus Motor Company... so, get out there and enjoy your car!

## A VISIT TO GRIOT'S GARAGE, A "SHOPTOUR"

Doug Jackson

I think that the fifteen or sixteen ELCC members and their friends who attended the unique "Shop

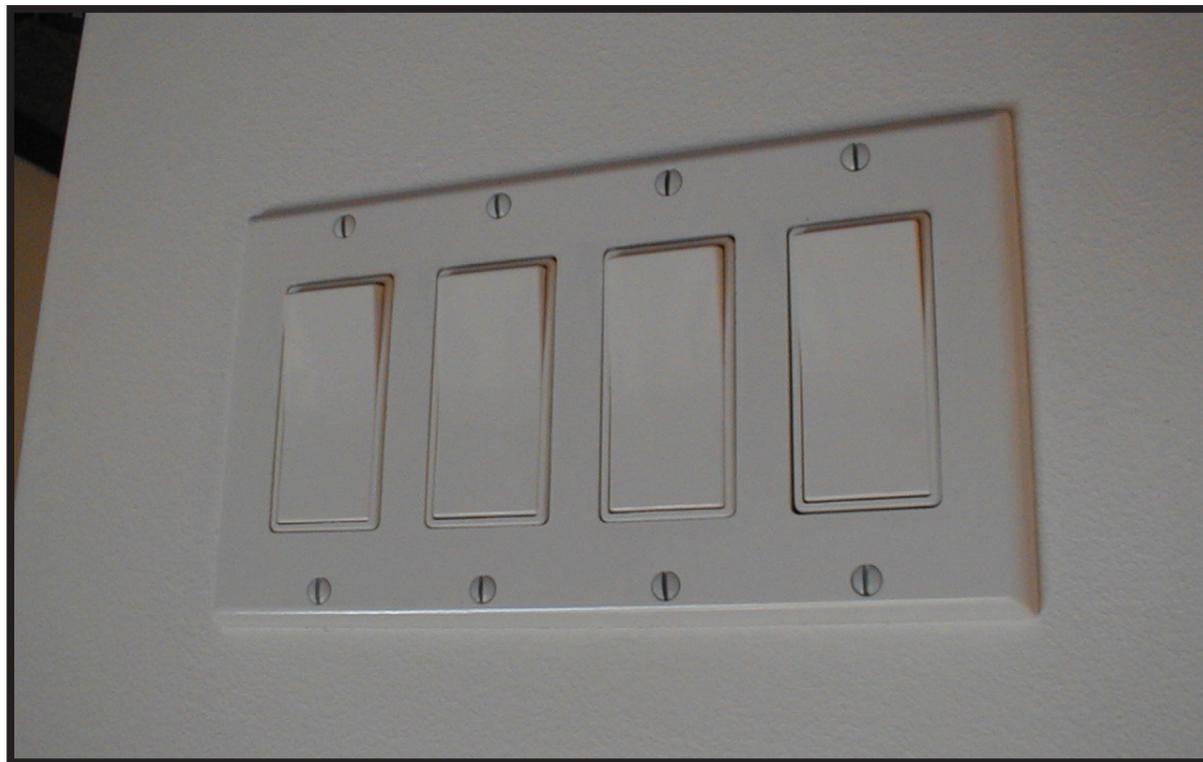
Tour" at the brand new (not even completely finished!) Griot's Garage facility in south Tacoma on Saturday morning, May 15th had a good time.

While we were there, our club was able to display the Evergreen Lotus Car Club "sandwich board" signs and park our cars up near the doors of their retail store, which was fun.

Our tour guide, Guy Devivo told us a little bit about the history of the company and then latched right into a demonstration of several of their car care products. The silver colored Lotus Elise he worked on was already pretty clean and shiny looking, but he was able to remove some more of the small road grime and containants using their paint cleaning clay and their "Speed Shine" product and then added quite a bit of luster using one of their electric random orbital machines and polish.

Guy also gave our club a nice tour of a small portion of the company car collection (stop that drooling!) and told us a bit about the personal car collection owned by Richard Griot, the owner.

We next toured the "employees lunchroom" which can easily double as a car club meeting room with refrigerators, sink/washing and cooking facilities. It has a "50s" theme and is pretty neat. Everybody also enjoyed touring through their retail space (the only one this company has in the



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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:

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## 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.

1995 Esprit S4. BRG exterior, magnolia interior w/ piping, 29K miles. No issues and well cared for. Stock except for Quicksilver exhaust. Entire front end freshly repainted last month, interior just refinished. Last year of the 4-cyl, very reliable, 2nd owner. \$30,000. Car is currently on display at Park Place Ltd. Contact Sean Lane @ lotustype82@yahoo.com or (206) 817-7326.

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.

Looking to buy used, discarded and for sale Lotus Elise stock seat in good condition. Need only one. Non Probax or Probax ok. Contact Matt at moyamite@yahoo.com,

1986 Esprit Turbo, Red exterior, black interior. 58K miles. \$17,995. Premium Motors (Dealer) Tacoma (253) 988-7750. www.premium-motors.com [Ed: Still for sale, I bet they would make you a deal!]

2008 Tesla Roadster, Red exterior, black interior. 1K miles, \$95,000. Auto Connections East (Dealer) (425) 466-2886



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be patient in their quest to succeed. If Force India can do it, then Lotus can eventually reach a competitive level as well, but it will take a few years. Hopefully, team principal Fernandez doesn't run out of time and money! Stay tuned!

This fun activity will begin from the parking lot adjacent to the Starbucks coffee shop at 439 Rainier Avenue South in Renton. We'll be heading out at 10:00AM, so if you'd like a latte, a mocha or something else to get you off to a

good start, arrive a little bit earlier than that. The drive will essentially be a loop around Mt. Rainier with a lunch stop somewhere along the way... it should be a lot of fun. And remember, cars other than Lotuses are welcome!



## ELCC SUMMER DRIVE

There will be an ELCC "Summer Drive" on Saturday, June 19th.



## Contribute to Lotus Lines

Submit articles by the 10th of the month to get them into that month's issue. Submit often, let us know what you're up to with your ride. Remember, Lotus has spanned the automotive world in many ways, you don't need a supercharged Exige, an historic seven, or an elegant Elan to be part of the Lotus world.

country!) and, if the large bags and smiles were any indication, I think people had fun here too.

One of the things that Guy forgot to mention to our group was that the large lawn in the middle of the parking areas is being set up so that they will be able to host car clubs and even hold *concour d'elegance* and other less formal car shows here... I told him that we might like to take advantage of that sometime next fall for a Lotus-cars-only car show.

If you didn't make it to this "Shop Tour", are interested in your car looking the best it can, and find yourself anywhere near the Tacoma Mall on I-5, head west on South 38th Street for a mile or so until you come to 3333 and pull into this handsome facility... you'll be glad you did.

## THE "LACONNER TULIP & DAFFODIL RALLYE"

Doug Jackson

For those of you who didn't take part in the 29th Annual "LaConner Tulip & Daffodil Rallye" that was held up in Skagit County on Saturday, April 24th (and there were only five cars from the ELCC in attendance: Larry Eppenbach's; John Abbott's; John Scheidt's; Dan Kretz's, and mine), I'll provide a brief recap.

According to the MG Car Club Northwest Centre (MGCCNW) who hosted this event, there were between 3-400 cars which took part in this rallye and they included car clubs representing: MGs (of course!); Austin-Healeys; Corvettes; Jaguars; Mercedes Benz; Corvairs; Minis (both old and new ones); and even a few Lotuses;



etc., so it was a pretty interesting gathering of automotive types at the beginning and the end of the rallye.

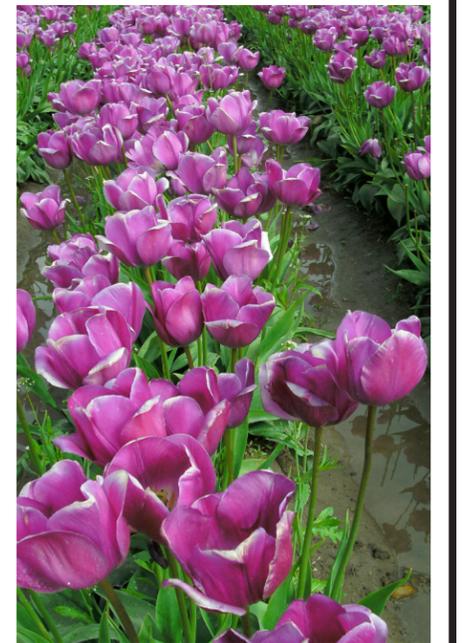
As you might remember from my previous descriptions, this is a so called "gimmick rallye" and the idea isn't to go fast or drive for accuracy of arrival time, but rather it is a time to wander around the countryside up in the Burlington, Mount Vernon, LaConner, Anacortes, etc. area and keep your eyes open to be able to locate a bunch of items and answer a bunch of questions about a lot of things (many obscure and humorous... at least according to the Rally Master) along the way.

And, even though there was a very large number of cars and people driving in the rallye, you didn't tend to see more than six or eight at any one time because they were pretty spread out all over the place until arriving at the end destination... the casino near Anacortes, this year, for the awards ceremony.

As you might already know, my wife Carol and I were only able to answer about two-thirds of the questions, but ELCC members Larry & Sarah Eppenbach answered enough questions to be awarded First Place in our car club's group. A very great honour indeed!

Even though there weren't a lot of tulips and daffodils to see this year (they bloomed really early!), Carol and I detoured into "Tulip Town" and got to see a bunch up close and personal.

You ought to consider attending this rallye next year to celebrate its 30th year. It is pretty fun!



## BRITISH EUROPEAN LTD. SHOP TOUR

Doug Jackson

For those of you who missed it, about 15-20 member's and friends of the ELCC enjoyed an interesting "Shop Tour" at the small

independent British-European, Ltd. repair and restoration shop at 4225 Aurora Avenue North in Seattle during the morning of Saturday, April 17th.



The owner of the shop, Robin Purington, entertained us with stories about various repair and restoration projects which he had on-going at the time and he even had one of his customers of long-standing bring in a seriously massaged Morgan sports car which he (Robin) had done quite a lot on work on, including: lots of engine work; much improved brakes; new gas tank; suspension improvements, and; a lot of miscellaneous mechanical work. This car generated quite a few questions.

The shop owner showed us an old Lotus Elan body which apparently he's had for about twenty years and may be inspired to begin work on now that he's joined the ELCC.

There was another very intriguing project in this shop. This was a very elegant, special hand-formed metal two-door coupe body on the chassis of a Triumph TR3. It was a very beautiful and good looking

car which came into the shop quite rusty and corroded and in need of some very serious metal fabrication, paint work and lots more, which Robin and the guys he has working

with him are quite able to accomplish.

All-in-all, I think everybody enjoyed this "Shop Tour" and came away with the answer to the nagging question (if they ever drove past this shop) of... why are all those cars spread all

over that parking area, next to that garage building, some under tarps and some not?

## MEMBERSHIP REPORT

Alan Perry

Because membership renewal forms are sent out at the end of November, I prefer to wait a few months into the new year before I do a Membership Report in order to allow time to get all of the responses back.

There are 133 members, including three new members who have joined since the beginning of the year and a couple dozen members who have yet to renew - typical when compared to renewals at this time of the year in the past.

Overall club membership has grown by 2-3 members each year for the last couple of years. The club is losing a handful of members each year, but making up for it with new members.

A bit less than half of the new members own Elises. The remaining new members obviously own something else, but they don't own any particular model more than any other.

This year, we tried online membership renewal and calendar ordering. About a quarter used the online membership renewal. By the time the next membership renewal period rolls around, we should have an online membership application and renewal form on the club website so that you can update your information and pay at the same time.

Finally, the club roster will be prepared and sent to the printers in June. If you have any updates, send them to [membership@elcc.org](mailto:membership@elcc.org).

**WELCOME:** New club members Mike Maxwell, Weldon Smith and Conny Johannesson.

## F1 RAMBLINGS

Mark Sterner

I have to keep reminding myself that the 2010 Lotus F1 team is a start-up team, as impatience has bit me a bit. The fact that they are on the track at all is an accomplishment, given the time frame of their existence, and the overall massive job of building the cars and transporting the team and equipment. The USF1 team failed to materialize at all. I also have to give the Lotus team some credit for being the best of the three or four backmarkers. Yes, I said it. Backmarkers, but the best of. The cars from the start appeared antiquated, and have shown to be lacking in straightaway speed,



cornering speed, and generally appear to be uncomfortable and ungainly to drive. Unfortunately, I am afraid that the Cosworth engines seem to be a bit underpowered, as well as having some recent reliability issues. Hydraulic issues have plagued the team as well, especially poor Trulli.

Upgrades and design improvements have been slow to materialize, and when they do, appear to be copycat parts from the front-runners. Lotus fans are looking and waiting expectantly for the heritage of innovation to start happening. All the teams agreed this year not to use the futuristic KERS (kinetic energy recovery systems), however it is likely to appear again next year, as well as the return of turbo 4-cylinder engines. Maybe this will equalize all the teams again a bit.

Aerodynamics in the way of trick engine covers, wings, and other bodywork have made some of the teams look pretty racey (and the Lotus team look old). However, the biggest innovation so far this year has been the introduction of the F-duct. The F-duct is a brilliant skirting of the rules (very Chapmanesque). An air tunnel is hidden within the confines of the bodywork, and airflow

through it is controlled by simply blocking a hole in the cockpit with either the driver's leg or his gloved hand. The purpose of the F-duct is to stall airflow to the rear wing, allowing for a higher top speed on the straights. To my knowledge, Lotus has not taken part in in this innovation, and just as well, for the F1 rulemakers have already outlawed it, or it soon will be. A bit of simple brilliance though.

So, for now, the Lotus F1 cars are relegated to qualifying slowly, and finishing around in the 14th to 20th position range (on a good day). On TV, the only time we see the cars are when they are being lapped. Just a little embarrassing.

One last thing. I fail to understand why the F1 cars don't display the full Lotus company logo with the ACBC initials. Especially with the Proton and Malaysian ownership, they have far more at stake than the "simple sponsorship" deal with the KV Racing Indy car team. As far as I can tell, there is absolutely zero

connection in any way shape or form with the Lotus company, yet Takuma Sato displays the BRG and yellow colors and the full ACBC Lotus logo on the Dallara/Honda powered cars in the Izod series. Maybe someone could explain this to me! And he isn't doing that well either, usually being involved in some sort of accident or mechanical failure. Although he has at least at times run near the front. The Indy 500 could be fun this year!

I guess we are all hoping for some measure of enjoyment in seeing the Lotus name at least put on a good show in both the series races. A few years ago some guy named Alonso was driving the pathetic Minardis at the back of the pack, and right now the Loti appear to be of similar status. Minardi isn't around anymore, although Alonso as a driver is one of the front runners now. Could the same future be in store for the Lotus F1 team in a few years? Only time will tell. In the meantime, we need to

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