



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



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - February 2009

THINGS LOTUS

ECO ELISE

Thanks to Colin Chapman's famous philosophy of 'performance through light weight', the likes of the Elise have been fast and eco-minded, returning around 35mpg. And this is the greenest version yet.

The one-off Eco demonstrates how recyclable materials and environmentally friendly thinking can be used on a Lotus road car. While it may be 'green', the model's predominant color is actually brown, because much of it is made from hemp. This is grown next to Lotus' base in Hethel, Norfolk, and



mixed with a resin to form the seats and hard-top, plus panels in the bonnet and rear wing. Solar panels charge the air-conditioning.

Inside, sisal – another renewable crop – covers the floor, and the seat trim is made from wool from different breeds of sheep. There is a similar material on the doors and gearlever, while the paint is water-based.

The Eco tips the scales at 828kg – 32kg less than a standard Elise – and the dash shift

light flashes not at the rev limit, but at the most efficient point to change up. The tweaks boost

economy by 25 per cent to 42.7mpg, while CO2 drops 12g/km to 184g/km with the 134bhp 1.8-litre engine.

Lotus is set to introduce many of the green production techniques and recyclable materials on its cars in the next few years. Honda and Toyota's reputations are under attack.

KIA

Lotus is involved in a number of projects. One that is getting a fair amount of attention is the Kia Soul their forthcoming supermini-MPV.

Lotus has been quietly creating a unique ride and handling package to help the new car cope with British roads. It has secretly been on test since late 2008.



Kia claims Lotus' input has resulted in changes to the suspension settings adding refinement to the ride. The result is one of the most complete cars Kia has produced, with individual suspension set-ups for Europe, the US and UK.

EVENTS

March 4

ELCC Monthly Get-Together
 Mercer Island, WA

March 7

NWAlfaClub Driving School
 Bremerton Motorsports
details inside

March 29

NWAlfaClub Lapping Day
 Bremerton Motorsports

March 21

9th Annual Karting
 Spring Sprints
details inside

April 1

ELCC Monthly Get-Together,
 Mercer Island, WA



WHAT IS IT?

What is it, and how did it relate to the ELCC Holiday Party?
Ask Mark Sterner



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ELCC TRIVIA

What ELCC member was known for wearing a brightly color turban when he drove his Lotus Seven ?

Last Months Trivia Question: Who has hosted the most Annual Holiday Parties?

Not enough old Lotus Lines have surfaced to give an accurate count. But the Conti's and Marker's are running neck-and-neck.

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 technical 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: Mark Sterner (206)870-0359
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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.

1974 Europa Special. Failing eyesight forces sale. Twin Cam engine rebuilt to standard specifications all receipts available, most mechanicals complete, new radiator, front calipers rear brake cylinders, needs interior, brake master cylinder, minor wiring, and paint. Few if any missing parts. New Panasport wheels with new tires, Optima battery, new windshield in the box, and other new parts. Car has 27,000+ original miles, just needs someone who can see to complete the restoration. Photos available, car is in Tacoma, contact Steve at 253-304-9669 or via e-mail kaminiki@clearwire.net

1985 Lotus Turbo Esprit. 45K miles. Used as a regular driver, Lotus maintained, BRG/Gold, BBS wheels, CD, A/C, \$14,800. Robert Ewens (509)447-3344 (home) or (509)280-2478 (cell).

JAE

Jay and Jeff



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Racing Clubs

BSCC: Bremerton Sports Car Club
360-697-1761 http://www.bscc.net
CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 http://www.cascadesportscarclub.org
IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 http://www.irdc-racing.com
ICSCC: International Conference of Sports Car Clubs
425-226-1338 http://www.icscc.com
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

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.

2005 Elise, Red w/Tan, \$29,950 OBO. Touring package, sport package, stage 2 exhaust w/ diffuser. Alpine sound system with 10" subwoofer. Less than 20,000 miles. 2nd owner. Cash, serious inquiries only. 360-652-6966 or 360-629-7032

2005 Elise, Yellow w/Black. \$27,900 No Haggle Price. 15,600 miles, never tracked or crashed. Hard and soft tops. Contact Jon @ 425-894-7087

1991 Elan M100 (convertible), 98k miles. Red w/black interior. Original and custom wheels. \$7850 absolutely firm [Ed: came down from \$11k!]. Call Rich @ (425) 771-3007 or email: evergreen_wa@hotmail.com. Pictures at http://denmark-construction.com/Albums/LotusElan/index.htm

Monthly Gatherings Moving to Wednesday

Our new locale, the Roanoke Inn on Mercer Island for the club's monthly gathering seems to be a good spot. So good in fact Mark has determined that it is best that we move the day to Wednesday instead in order to accommodate the owners a bit better. Join us March 4 for the next meeting.



Car Clubs

ACNW: Audi Club Northwest
http://www.audiclubnw.org
BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 http://www.bmwpugetsound.com
CMCS: Corvette Marque Club of Seattle
425-486-2309 http://www.corvettemarqueclub.com
NWARC: Northwest Alfa Romeo Club
360-766-4405 http://www.nwalfaclub.com
WWSCC: Western Washington Sports Car Council
206-255-0658 http://www.wwscc.org

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LETTER FROM THE EDITOR

Lines....

As you've determined by now, the newsletter got assembled a bit late this month. There are many reasons for that but none that really matter other than we've cleared a huge burden off of our plate and are gearing up for the rest of the year. We need some support though. We are running low on trivia questions. Last year's call for a 'Car of the Month' went down in flames. Alan Perry said it wouldn't work. He was right. I'd like to attend all the club events, but that just doesn't work with my work schedule. So we need some-one at each event to snap a few photos and give me a rundown of the highlights; whether an write-up or some facts. I'll be asking the event coordinators to appoint someone, if not themselves, to give us some details. Aside from that, I've determined that my Elise is in need for some enhancements, which will get chronicled here in Lotus

GET INVOLVED

WRITE an ARTICLE (or get the details to the editor, and he'll write for you)

HOST an EVENT (Mark, Alan, or Andy will help you out, just come up with an idea)

Club On-Line Store

Keep your eye out on the website for the upcoming ELCC On-Line Store. If you're part of the ELCC GoogleGroups, you've seen a preview and soon there will be sufficient swag to meet your desires.

Last month I described how I thought the Tesla was based upon the Europa chassis, rather than the Elise, and this past month the European press derided the Chrysler electric vehicle, shown at the Detroit Auto Show, as nothing more than an obvious reworked Europa.

Searching for ELCC Photos & Lotus Lines Newsletters

We are constantly on the look-out for old ELCC photos and newsletters to add the ELCC.org web page archives. Please have a look at the following web pages. The missing photos and newsletters have no individual links. If you can help, please contact Don Christopher (don.christopher@comcast.net, 425-445-5910).
Photo archive: http://www.elcc.org/archives_event_photos.htm
Newsletter archive: http://www.elcc.org/archives_newsletter.htm

EVENT DETAIL

Driving School

Saturday, March 7, 2009, 8AM

Bremerton Raceway, Bremerton

Alan Perry, alanp@snowmoose.com

206-499-5501

Join us for the NW Alfa Romeo Club Driving School. Through classroom sessions and driving exercises, this school teaches the basics of car control and car dynamics. If you own a Lotus and don't know this stuff, then you should really attend this school. If want to participate in track day events (particularly Alfa Club track day events), then you should really attend this school.

The cost for the school is \$100 or \$75 for women and teens. You need to register for the school online before the event through nwarc.motorsportreg.com.

As far as apparel, you need a helmet (or you can rent one for \$10) and gloves. Cotton or nomex clothes. No open-top shoes. No shorts or short-sleeve shirts. See <http://www.nwallclub.com/track/safety.php> for the full list of safety equipment. *Lunch is provided, but bring water, snacks and warm clothes (just in case).*

For more info, http://www.nwallclub.com/track/driving_school.php.

EVENT DETAIL

9th Annual Karting Spring Sprints

Saturday, March 21st, 10AM

K1 Speed, 2207 N.E. Bell-Red Rd. Redmond

The world is reluctantly having to make some changes. So once again, we will see who can set the fastest lap time in the 40mph Tesla-like environmentally friendly "green" electric racing karts at K1 Speed in Redmond. You will be amazed at the performance of these karts around the tight and twisty track, where "drifting" around the corners actually produces the fastest lap times. We will arrive at 10AM on Saturday when they first open, register, and do a couple of "arrive and drive" sessions. Hopefully we will all be on the track together. Remember that we are racing against the clock as opposed to each other. The strategy being to get yourself in a position to have a clear track in front of you and set fast time! Please check the K1 web site for prices and other info. I will have a small prize of some sort for the club fast time winner. See you there!



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RAMBLINGS FROM THE CHAIR:

I would like to finish my summation of an article that I started a few issues ago. The article was an interview with Peter Warr, ex-Lotus Formula 1 team manager, by Simon Taylor in the July 2008 issue of MotorSport magazine. The article was quite lengthy, so I will summarize Warr's thoughts and opinions about some significant people in Lotus history.



-Mario Andretti- A superstar, extremely intelligent. They paid him a retainer and a fee per championship point, possibly the first time that had been done in F1



-John DeLorean- Warr was away at Wolf, when the project was going on. "I am glad I missed that, because if I had been there who knows what Colin might have asked me to do!" He went back to Lotus near the end of the project, but found that Chapman had changed. Seems that John DeLorean and (Essex sponsor) David Thieme had introduced Colin to the high life. Instead of being in the garages until 11 PM trying to work out solutions to problems and writing job lists, 15 minutes after practice Chapman was gone, back to the five-star hotel.



-Colin Chapman's death- In December 1982 Colin died of a heart attack at 54. "The axis of Lotus was gone, a most dreadful shock." The company was completely hamstrung because the Inland Revenue froze his estate due to unpaid taxes. Team Lotus carried on with Warr at the helm.



- Elio de Angelis- Wasn't hungry enough. Angelis came from a very wealthy family and did everything with style.



- Nigel Mansell- "An uncouth Brummic." Mansell had a continual chip on his shoulder and believed he was a superstar before he was. He was brave, almost stupidly so, but not very clever. Warr feels that Nigel was better in Indy car racing, than he was as a F1 driver.



-Ayrton Senna- Senna was going to drive for Lotus in the 1984 season as a rookie for \$50,000, however Player's said they had to keep Mansell because of their British interests. Warr wanted Senna and refused to pay Mansell, so Player's paid his salary directly. Senna then went to Toleman for his first F1 season. In 1985, Warr signed Senna to Lotus, but for a much higher \$585,000 for the year. Ayrton dominated and intimidated his team-mates, but actually was wonderful to work with one on one. Senna demanded Honda engines for 1987 or he threatened to quit, even though Lotus had a contract with Renault. Warr got the Honda engines for Senna, but had to take Nakajima as #2 driver as part of the deal. Warr felt very bad about having to terminate the Renault contract, and labels the event as one of the worst things he ever had to do in his career. Senna then demanded more costly development programs for the F1 car. Player's was only paying \$2.5 million a season and wouldn't pay any more. Warr then approached RJReynolds to run the cars in

Camel livery at \$7 million a year for three years. Senna had been in Brazil and was unaware of the change. Upon his return, he claimed his contract had been violated because the agreement specified that the team would be sponsored by Player's. Senna's contract had to be renegotiated in order to keep him; Warr had to give Senna \$5 million for two years, with an option to leave after a year. All the extra money that Warr had raised from Camel, to develop the car for Senna, now was being given to Senna instead. After all of this Ayrton then exercised his option at the end of 1987 and went off to McLaren!



- Nelson Piquet- Acceptable driver to Honda and Camel, but he was past his best by then. Great sense of humor, which often was at Senna's expense!

In July 1989, Warr's long career with Lotus came to an abrupt end. "We were working on good sponsorship deals for 1990, one with Coca Cola and another with BP, when suddenly (Lotus finance director) Fred Bushell was arrested over the DeLorean affair. All potential sponsors at that point withdrew." Warr gave notice to Hazel Chapman and left the following week. Peter spent a year as a permanent FIA steward and spent a couple of years with BRDC, then retired. "Through working too hard I had missed my own children growing up, and I didn't want to make the same mistake with my grandchildren". Regarding the Lotus mechanics and support crew, "It was a huge privilege to work with those blokes, and live through it all. I had a hobby, which became my job and then my entire life. That makes me a very fortunate human being".

ESPRIT DELAYED FOR HYBRID



It's been about 4 years since Lotus discontinued the Esprit V8 and it will now be a littler longer.

It appears Lotus has delayed the debut of the new Esprit, until at least 2011.

Speculation is that Lotus is working on a hybrid version of the Esprit, which has been said will be powered by BMW's 4.4 liter, bi-turbo V8, used in the BMW X6, tuned to about 500 hp. Lotus has been laying the ground work lately for its push into new propulsion technologies. It recently announced development of an electric Lotus with extended range capabilities through a gasoline-powered generator. It is also developing a hybrid drivetrain for motorsport in a partnership with Honda based on the Civic hybrid technology.

The Lotus Esprit is meant to compete with models such as the Ferrari 430 and the Lamborghini Gallardo. A hybrid supercar might really raise the bar on.

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