



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



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - Nov/Dec 2009

RAMBLINGS FROM THE CHAIR

It was time for a change in F1. As many of you already know, I am an avid diecast collector. While surfing the web looking for treasures, I ran across an unpainted late season version of the 2008 McLaren MP4-23 F1 of Lewis Hamilton. I was stunned and amazed that I had not realized just how bizarre the design had become, as I always thought the car was pretty neat with its flashy bright silver/Vodafone livery. However, the raw model

However, they were at least back to running slick tires again.



I have had a theory for many years that about 98% of the time usually the best looking cars in past GP series have won the overall championship. But lately in F1 that is like winning 1st prize in the most

beautiful wart hog contest. In the end you still have a wart hog. However, Jenson Button's Brawn was the best looking of the bunch, in my opinion. While I understand the reason for the high front nose cone (to pack air into the lower air tunnels), I think that a formula car should have a lower front nose profile. Brawn dropped the snout a bit more than

others which added to its visual appeal, along with a simple but very stunning paint scheme. Combined with finding a rule loophole that gave them a slight (major?) "unfair advantage" with their rear diffuser design, they became a startup team that clinched both the driver's and manufacturer's championship. In fact, they did so well there is a rumor that Mercedes



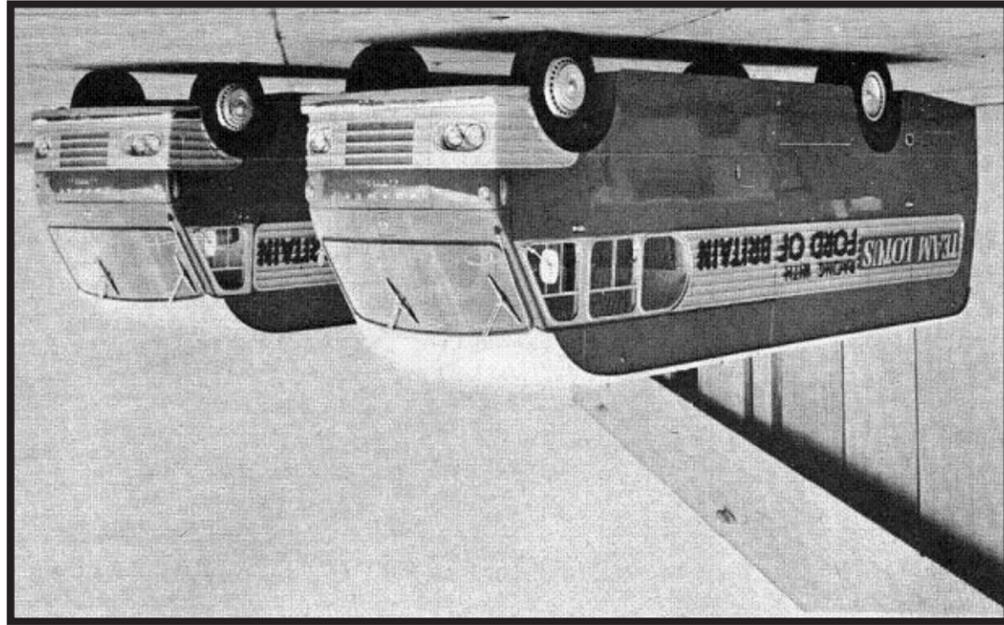
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continued inside

EVENTS DETAILS AND CALENDAR

Go online to WWW.ELCC.ORG for the calendar of events and photo journals of previous happenings. Don't forget to respond, even if you are uncertain, to the Socializer email invitations that you get, it matters. Don't do the email or web thing, let us know and we'll look to get more details back in to Lotus Lines.....

ELCC Membership renewal time, look for notices in the mail/e-mail

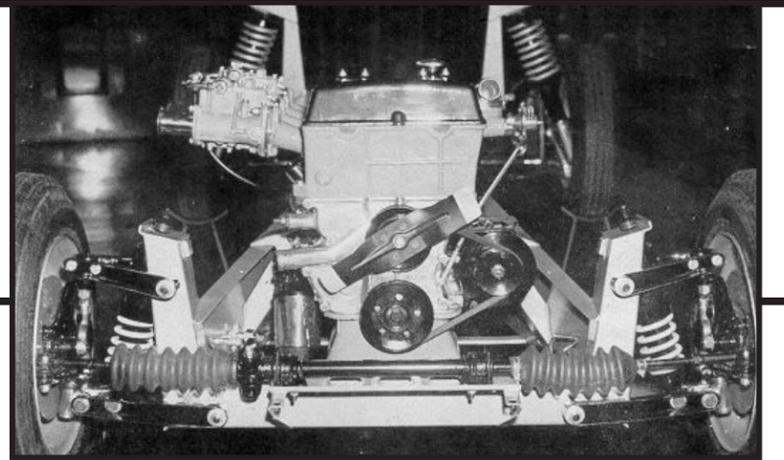


WHAT IS IT?

What was it?

It was a picture of a Elan chassis from the September 1963 issue of Sports Car Graphic. The full article can be found at: http://www.lotuselan.net/publish/article_339.shtml

The image was taken from their website, all rights implied.



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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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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.

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1999 Esprit V8. Silver exterior, black interior. 57k miles. Has only 2 options that were available: glass sunroof & OZ racing wheels. New rear tires. \$28,000. Call James at 206-229-0383 or jamesochs@comcast.net.

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1995 Esprit S4. BRG exterior, magnolia interior w/ piping, 29K miles. No issues and well cared for. Stock except for Quicksilver exhaust. Last year of the 4-cyl, very reliable, 2nd owner. \$29,500. Contact Sean Lane @ lotustype82@yahoo.com or (206) 817-7326.

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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, 33K miles (Kirkland). Storm titanium exterior, red touring pack interior. Stock except for stainless 8" Larini exhaust. \$25,000 OBO. Contact Patrick at kimber.1911@hotmail.com

--
1990 Esprit SE (Coeur d'Alene. Same owner last 7 years. Many items new. \$15,000. Call (206) 898-8163.

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.icsc.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>

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.wwsc.org>

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ELCC Officers Selected & January Meeting Announcement

At the 2009 ELCC Holiday Party on December 5th, officers for the next term were selected. A heated race for chairman was waged, but Doug Jackson beat out all challengers with shrewd campaign tactics...he volunteered. In another long standing ELCC Officer Selection tradition, Alan Perry was named to hold all remaining officer seats...since he failed to show up for the meeting. And thus, another term of ELCC leadership has taken form. Actually, Alan just stays in his position. And so do all of the other Officers. The Newsletter editor however, was the victim of a pre-electoral coup. The position was, at the last moment, removed from a voted in position, and the current editor has been propped up for another interim term of un-specified length or consequences. OK, so it was actually like that, but there is more going on. Prior to the pseudo-formal officer election/selection/appointment process, we reviewed the overall results of the recent ELCC survey - details will be shared

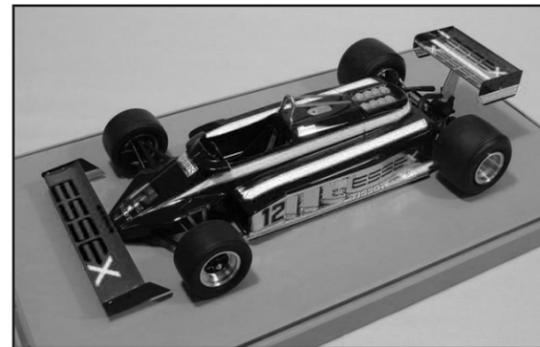
in a coming issue of Lotus Lines and on line as well. The newsletter is an important part of ELCC and something that we need to work as a club. Andy Keck will take over pre-print production, printing and mailing courtesy of Mark Parker, and Robert Vets will stay on as chief content editor. The members present made a compelling case for Robert to stay on, at least for the time being. The key will be getting reaching out to the membership to enhance the newsletter so it works with our successful electronic forum. The future of the Newsletter will evolve early in 2010 starting with the first, now quarterly, Officer's Meeting, to which all club members are invited and encouraged to attend. The meeting will be the second week of January on a day to be determined at Doug Jackson's house. Look for a Google Groups email, or call one of the officers if you need information. So here we go.....

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 super-charged Exige, an historic seven, or an elegant Elan to be part of the Lotus world.

RAMBLINGS *continued from the cover*

Benz may buy into Brawn and split with McLaren, due in part to all the past controversy. The 2009 (non?) season was chaotic and a disaster for most of the major teams of past years, but in the end it made for a pretty exciting season resulting in yet another British world champion.



Besides the 2009 extreme rule changes on the design of the cars, for 2010 I understand that there will be no refueling during the race. No

playing the "light load start, 2 pit stop strategy" for next year. Tire management and chassis setup will be critical in order to win next year.

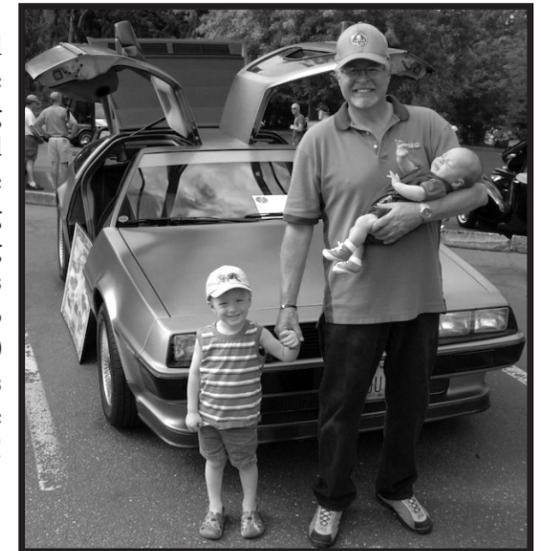
Which brings us to the new Lotus team. I have great hope that temperamental Mike Gascoyne (called "The Bulldog" by many) will get the job done. I have hope that maybe the team will embrace their Lotus "name" heritage with a retro paint scheme of sort. At the time of this writing I don't know what the sponsorship situation will be, but with major Malaysian government backing, it may very well feature a nationalistic livery, probably some Petronas sponsorship. Reviewing the Proton company's emblem colors and the country's flag colors (and looking at past F1 Loti), it would seem to me that a

THANKS TO MARK STERNER FOR TWO YEARS OF GREAT EVENTS AND CLUB LEADERSHIP, WE'VE HAD A BLAST

retro paint scheme similar to the 1981 Essex Lotus (blue, red, chrome) might be perfect! I wish all the F1 cars would return to that type of design again as well (but I guess that is being too retro)! As far as drivers go, it would seem obvious that a young unknown hot shot Malaysian driver will be on the team, but they also need someone with proven experience. How about Rubens Barrichello? He is being replaced at Brawn and might still be looking for a ride. A Brazilian in a Lotus/Cosworth back in F1. That would be pretty cool. Maybe even Raikkonen (being replaced at Ferrari by the dastardly Alonso), although he has indicated already that he doesn't really want to drive for a smaller start-up team. We also have Peter Windsor's USF1 team to cheer for, as well, also probably with Cosworth power (and rumored YouTube sponsorship). Maybe with ex-Champ car AJ Allmendinger or Nascar's Kyle Busch as drivers? Again maybe a more experienced established F1 driver would also help their early efforts. We will soon see what develops.

My term is over at the end of the year and this is my last "Ramblings from the Chair" article. Time to spend more time with my three grandsons, and do other things that I should have been doing for the past two years. Thanks for the opportunity to have been your club chairman, and a BIG thank you to all of the Officers that helped to make us a pretty good team.

I hope all of you are looking forward to the upcoming F1 racing season as well as to some 2010 Lotus endurance racing! Cheers!



for more details see all about events online at ELCC.org

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LARINI EXHAUST – “WHAT WAS IT” FROM THE SUMMER ISSUE...

By Robert Vets

One of the first questions I asked when I took on the newsletter was for information on aftermarket exhausts. Silence reigned. In spring of 2008 we visited the Lotus plant in Hethel. On the plant tour, where we saw the pre-production Teslas – the reason we couldn't take pictures – our plant tour guide took a few minutes when we got to the muffler install to explain how the system was designed



to meet the most stringent noise limits in Europe, which exceeded the US standards; Switzerland, I think. He then said with wry smile, “It’s a shame really because most of our customers take those off when they get the car and install a proper exhaust.” Well, that is the kind of remark that just stays with a guy.

After some random Google searches over several months on Elise exhausts I came across Larini Exhaust and they had a compelling story. They have been around a while, made exhausts for all vintages of Ferraris, Astons, Lamborghini, and Jaguar; they even have made F1 exhausts. They offer wild to mild exhausts and gave a nice story about engineering the sound. Oh, they are made in the UK too. I first came across these last summer, and with the exchange rate, they were well over \$800 before tax and shipping, I couldn't see my way clear.

This spring, I was trolling through Sector 111's website and they had a product comparison chart for exhaust systems that started again to make a compelling case. Only modest sound

level increases and significantly lighter. My hearing has long suffered from rock concerts and motorcycle exhausts, so if the Larini folks weren't telling a tale, then this might give the more meaningful exhaust tone I was looking for. And in a Lotus for crying out loud, saving 10 pounds is a way of life. With the global financial meltdown, the pound exchange rate tanked and with tax and shipping it was less than \$600.

A few clicks of a mouse and few weeks later, the UPS guy dropped the box off on the porch. Following my true nature, I took it out of the box, in the living room, where it sat for three weeks. Then with just enough to return it – for a restocking fee if unused – if it didn't fit, I decided to do the swap.

Not the biggest guy, I wrestled the old exhaust off the car without much fuss. It was something of a spectacle, I suppose, as I lay on the ground bracing my feet off the wheels, bear hugging the muffler. Putting the new one on was less animated and a bit more trying as the car was on its wheels and I couldn't readily access the driver's side exhaust hanger. A little Purell on the mounting rod and it went on fairly well. The catalytic converter has a spring loaded articulating flange mount to the header and before torquing down on the exhaust clamp, making certain that was all centered took a bit of consideration as I couldn't find a spec and of course there weren't any instructions.

So, how does it sound? Pretty awesome actually. At idle it is only a tad louder. Getting on the throttle it really speaks up. One thing I've liked about my motorcycle pipes is that a blip of the engine is an effective way to communicate with pedestrians and other motorists, we got that going on now too. When you wind it out it resonates with a proper tone. One interesting bit is the popping that can occur depending upon where you shift. If you shift around 3500 RPM, in fuel conservation mode, it is quiet and almost like it isn't there. If you shift up around 5500 or 6000 where the VVTL kicks in it is also awesome smooth. In between though it gives a crackling sound – reminiscent of the old Harley I had with drag pipes that breathed fire in the dark when the throttle was blipped. But the real grin generator is getting off a clean, crisp, toe-heel shift. Nothing better.

Next on the docket.....Ohlins dampers maybe??? Any one have a story about those those???



TRACKSIDE WITH TREVOR COBB

This is our final installment of this series. Safety. Personal safety is important, not just to you as the driver, but to you as a fellow driver on the track. Your seatbelts or harness need to be in good condition. A lap belt will not do the job and will not be allowed on the track with any group that I have or will run with. Your helmet is another area where you can spend plenty of money. What you need to know here is that a helmet is good for about 10 years if it sits on a shelf and never goes on your head. Helmets are stamped with an SA rating. The highest rating currently is SA2005. These ratings go in 5 year increments. You can pick up a top of the line SA2000 helmet for very cheap. But in my book, I would rather have a better than average helmet in terms of comfort, with the latest safety standards. But in the end, it is your head. My helmet is a G-Force version that cost me around \$250 a couple of years ago. An SA95 helmet is accepted at many events.

A final note on personal safety: There is no limit to how much money you can spend on racing gear. You can easily spend close to \$2,000 on a helmet alone. Other gear, in my personal order of preference includes,

1. Nomex gloves (\$150)
2. Head and Neck Restraint System (HANS is about \$700)
3. Driving shoes (\$150)
4. Nomex Socks, (\$20)
5. Driving Suit (\$800)
6. Balaclava (\$40)
7. Fire resistant undergarments (\$100)

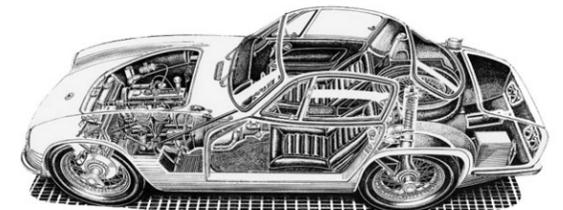
What is nice to know here is that after an impact, the next most dangerous event is a fire. It has been my experience in the military and seconded by my research on this topic that people, tend to panic when presented with a fire in an enclosed space. The result is trying to push our selves away from the threat. With this you can see a bit of my thought process in the above list. However, this is your decision and you should consider the options carefully. It is your safety.

What should you bring? In the track day checklist on our website, I have included a pretty exhaustive list. Essentially, this list amounts to being sure you have the tools

you will need to change brake pads, remove a wheel, set the torque on your wheel bolts or lug nuts, top off a little oil should the need arise, clean your windshield and mirrors, check tire pressures, and do any particular maintenance required on your car. In addition, be sure to bring anything you need to take care of yourself such as sunscreen, drinks, some snacks, a chair, and your track log book.

Plan to get to the track at least an hour before the “Driver's Meeting.” Use this time to top off your fuel tank, check over your car one last time, empty the car of any last items and get it in line for a tech inspection if the club is having one. Be sure to sign the waivers and generally the driver will need to sign two. One is a general liability waiver to be at the track and the other is to drive on the track. At check in, you should confirm your payment, get your car numbers, and find out what run group you are in for the day.

That's it! Getting to the track is a real treat. But beware! The track day habit is about as much fun as you can have with your clothes on, and just about as expensive. It is a great way to take a big fortune and turn it into a little one. Now get out there and enjoy the smell of melting rubber in the turns and rush of acceleration down that straightaway!



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