



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
October 2002

Federal Elise Officially Announced At LOG

Lotus has finally "officially" made the announcement that folks have been wondering if Lotus would ever make. The Elise will come to the US, based on the current Mark 2 car. However, it will not be here until early 2004, sold as a 2005 Model Year car. A number of details, including which engine will power the car, were not announced.

Also announced was the end-of-the-line for the Esprit. There will be 50-60 Esprits made for 2003 and then that is it. The Esprit has been sold in the US on a NHTSA waiver for some time and the current extension of that waiver expires next September.

The announcement was made by Morris Dowton, production manager of Lotus Cars, accompanied by Arnie Johnson of Lotus Cars USA, at Lotus Limited's LOG event in Geneva, WI, held over the weekend of 20-23 September.

The news was apparently not met with the enthusiasm that Lotus had expected. According to reports, the announcement was actually met with stunned silence, as most of the LOG attendees had taken it as given that the car would be coming to the US and the announced introduction date was actually later than when the rumors had the car arriving.

Despite the announcement, some are still skeptical of whether Lotus will actually bring the Elise to the US. Lotus has yet to announce the Federal Elise to the general automo-

tive press and the M250 was further along when it was killed. However, it is reaching the point that Lotus may have no choice but to offer the car, particularly if they want to stay in the US market. After September 2003, unless Lotus applies



Photo courtesy of Lotus Cars

for an extension to the existing Esprit waiver, they will have no car to sell in the US. Also, sales of the Elise in the markets where it is currently sold has flattened out to the point that Lotus is offering incentives to get people to buy cars.

The story goes on ...

Meeting At Randall Fehr Restorations

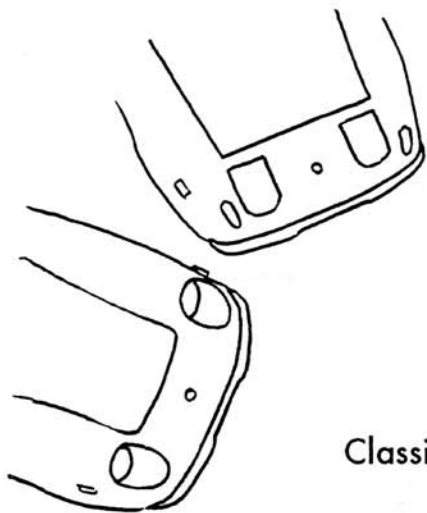
When: Saturday, October 12, 10am
Where: Randall Fehr Restorations
30 South Horton Street, Seattle
206-622-7469

Several Lotus body restoration projects are in the works so it seems a good time to invite club members in for a look. I hope to have examples at several stages: just-off-the-street wreckage, completed fiberglass repairs, priming/sanding, and just-painted. Other interesting cars in the shop include Aston Martin, Jaguar, Ghia, and Edsel. There will be a quick tour of the shop and a brief outline of fiberglass repair and paint, leaving plenty of time to hang out and chat. 'Continental breakfast' will be provided.

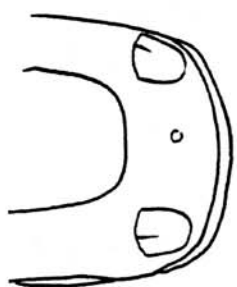
Directions:

Randall Fehr Restorations / Phantom Restorations is on Horton Street in the SoDo area of Seattle, two blocks north of Spokane Street, between First Avenue South and the waterfront.

- From I-5 take the West Seattle exit.
- From the West Seattle/Spokane Street viaduct take the Fourth Avenue South exit (warning: it comes up quickly without an exit lane and is a hard right down a ramp).
- From Fourth Avenue South, turn left at the first signal (Horton Street westbound).
- Cross railroad tracks
- Cross First Avenue South.
- Cross more railroad tracks.
- 30 South Horton is last rollup door in the primer-red building on the north side of the street.



Classic



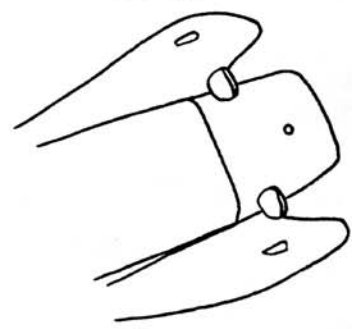
Lotus

restoration



service

& repair



Randall Fehr Restorations

**30 South Horton Street
Seattle, Washington 98134
206-782-8951**

seanet.com/~rsfehr/restorations.html

Editor's Note

You have probably noticed a new look to the newsletter and a new name as Editor on the list below (well, not completely new because Dan and I were sharing the Editor title, even though I did nothing to contribute to the newsletter, last year).

Andre asked me if I would be willing to edit the newsletter and I agreed to do it. Why me? I have been putting the calendar together for the last couple years and I was Editor of the Chapman Report, the Golden Gate Lotus Club newsletter for 18 months when I lived down in the Bay Area. I also cover CART races for motorsport.com. Maybe he thought I knew what I was doing. Silly him.

An odd thing about this is that I don't do a lot of Lotus stuff these days (and the Elise spends most of its time gathering dust and paw prints from the cats) because I am spending so much time competing as a co-driver in stage rally.

I think Dan did a good job as Editor and I thank him for his efforts. It is a lot of work to put together the newsletter month after month.

Here is one thing that folks should remember - ELCC is an all-volunteer organization and, aside from the Editor, the newsletter has no assigned staff. As much as I would like to, I don't have time to go out and cover every event where I might find a Lotus or club member or research every Lotus related news item. If you know of something that might be of interest to the ELCC membership, I need you to let me know about it. It would be even better if YOU wrote an article about it.

The newsletter should not be something that the Editor does all by himself. The newsletter should reflect the interests of the membership of the club. The newsletter is a club effort. Be part of that effort.

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, advertising, 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 those officers are currently:

Chairman:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(425)788-1900
	dave@bilcoh.com	
Webmaster:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

From The Chair

There was a nice turnout for the Olympic Peninsula Wine Tour (11 cars?) hosted by David Caley. He once again planned a satisfying route with a variety of roads and a couple of unique destinations. I really appreciate his, and any member's, willingness to participate in, but especially to plan club events. See the report in this issue.

I am gearing up for the Winter Event schedule. Hoping we can get in to visit some of the local Vintage Racing Fabrication shops. If there is something you would like to try scheduling or you have a suggestion for an event, or a contact you or I could make, please contact me.

Recent suggestions have been:

- to bring a Lotus VIP for a meeting
- to interview a club member and give a history of their car(s)
- we could use a Member's Notes compiler, someone who would be willing to call half a dozen to ten members a month to get a couple of sentences about things Lotus in their life.

Members Notes

Compiled from members

Submit your notes to the Chairman or Editor.

Michael Standing Wolf called to report he is working on a club event idea that he has had for a while. Also, he suggested we try having tech reports more often in the newsletter.

Maury Montag still has his Elan for sale and was musing about contacting Randall to install three point belts in his 1963 Elite. It seems that the track lapping day reports in the newsletter have inspired him to take the Elite out for some fast driving.

Steve Shipley continues taking metal fabrication classes and is building fabrication tools for his Seven project.

Heard through the grapevine the Marker's are heading to the West Coast Lotus Meet at Laguna Seca Oct. 24-27 (anyone else?). Hope we can get a report.

Cary Tolman is moving his Lotus Seven to his new home in Anacortes, WA.

John Schneeman is tracking down parts for an early Elite project.

Your new Editor Alan Perry has been competing in as many stage rallies as he can, including twelve regional

- Next season would you be willing to be a Northwest Vintage Racing correspondent? Follow up on racing results of our club members on a monthly basis?

There are a number of things you can do for the club. If you have had an idea of something you think would be enjoyable event, or thought was missing from the newsletter, call me and lets see how we can make it happen.

Remember we have club shirts for sale, \$30 for club members. These are high quality Land's End Polo shirts with the club logo embroidered on the front.

Start planning for the December 7 Annual Holiday Party. The Conti's are again hosting the event in West Seattle.

I also am pleased to welcome Alan Perry as our new Newsletter Editor, and to thank Dan Morrison who produced the newsletter for the last 2 and 3/4 years.

On October 12 at 10AM we will meet at Randall Fehr Restorations. See the invite in this issue.

Andre

events in Washington, Oregon, Colorado, BC and Alberta and one national in Minnesota.

Clarification

In the last issue of the newsletter, in his article "Portland Track Day", Alex Phillips wrote:

"To my surprise, the Elises can be made street legal in Oregon - all you need is a "Special Permit" license plate. Hopefully our friends in the Washington DMV will one day allow such a mechanism so we can do this too."

Looking into this, it was discovered that Oregon has, in addition to a restricted license plate available for antique vehicles (similar to Washington's Collector plate), a plate for "Special Interest" vehicles, i.e., newer, unique vehicles. However, like the license plate for antique vehicles, the plate for Special Interest vehicles is also restricted as far as use of the vehicle. In particular, a vehicle with a Special Interest plate may NOT be used:

"Other than for exhibitions, parades, club activities and similar use; or Primarily for the transportation of persons or property"

So, if you are looking to commute in an Elise, the Oregon state Special Interest plate is probably not the answer.


dave bean engineering

Official Lotus Vintage Parts
Distributor for the United States &
Canada

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




rdent enterprises Ltd.

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>

Olympic Wine Tour by Alan Perry, photos by David Caley

On Saturday, September 14, David Caley led a tour of the northern end of the Olympic Peninsula, including a stop at the Lost Mountain Winery. The tour was well attended by both members and Lotuses. The weather was great.

The tour started in Sequim with a picnic at the Cary Blake Park/Sequim Friendship Garden. So, who showed up? Dave Caley in his Elan, Gary Holt in his Europa, Lin Hayashi and a friend in his Caterham, John Schneeman in his Xanthos 23, Chuck and Georgia Conti in their Elan, Alan Perry and his daughter Emma in the Elise, Alex Phillips in his Esprit. The Markers came in their M100 Elan. Mark Clear drove Caley's Type 14 Elite and Andre Samson drove Schneeman's Caterham. Don Anderson drove his NSX. (I think an NSX is something like an Esprit, right?)

The tour ran along a number of roads just to the north and south of Highway 101 around Sequim, using 101 to connect the different legs of the tour. The first leg, following a route a bit over 20 miles long (including 7 transit miles on 101), went from the picnic to the Lost Mountain Winery. Some time was spent at the winery doing wine tasting, chatting, taking photos, etc. Ever restless, Dave got the show back on the road and we headed onto the next leg, a run back down Taylor Cut Off Road to a transit on 101, then a 7 mile run on River Road and Happy Valley Road. The third leg was a three mile run on Palo Alto Road and Louella Road. The last leg of the tour was five mile run from Chichen Coop Road to Bandy's Trollhaven Farm at Gardiner Beach. I am not sure where to start in describing

what the Trollhaven is, but it looks like a lot of work went into it.

Everyone who went on the tour seemed to have a good time. Alex Phillips said that it was "marvelous and very well organized". There was very little traffic on the route (though, when it did appear, it was sometimes at the most inopportune places).

After the tour, Lin went down to check out Dungeness Spit. Alan went pretty much straight home by way of some twisty North Kitsap roads. Chuck and Georgia went straight back and ran into John and Andre on the same ferry. Alex, the Markers and Don reran one of the roads from the tour, stopped at a couple more wineries and had dinner together.

It was another great tour put together by Dave and you should have been there.



A Fall Finale Race Report by Miles Winbigler

Once again we had great weather at the Fall Finale. For reasons known only to the Rain Spirits, it has rained at most of the Spring races, but is sunny and clear for the Fall ones....beautiful racing and spectating weather.

Mad Mollusk Racing (Retta and Myles Winbigler) had some good races. I (Myles) finished usually between 5th and 8th in the 7 America and Retta finished between 15th and 17th in her Beach Formula Vee. I did have the good fortune to win the "Lollipop" handicap start race, passing all cars in front of me and just squeaking across the finishing line in front of Bill Babcock in the Peyote Mk II and Cameron Healy in a Porsche Cooper who went screaming by 20 mph faster, but just past the finishing flag.

The Hart brothers, Chuck in the lovely 1961 Elite and Bill in the 1957 Devin Triumph battled each other in all the races, putting on a great show for the spectators. Chuck and Bill and I all qualified within a half a second of each other, but I took advantage of my more modern tires to sneak away in the early traffic of each race. Chuck and Bill were beating on each other, but were never more than a few seconds behind me. Chuck's true vintage tires make the Elite behave sometimes like a dirt track car, and at one point during qualifying, I looked up in Turn 9 (a very fast corner) to find myself staring straight at the door of the gorgeous Elite. Chuck pulled it back into line and no contact occurred.

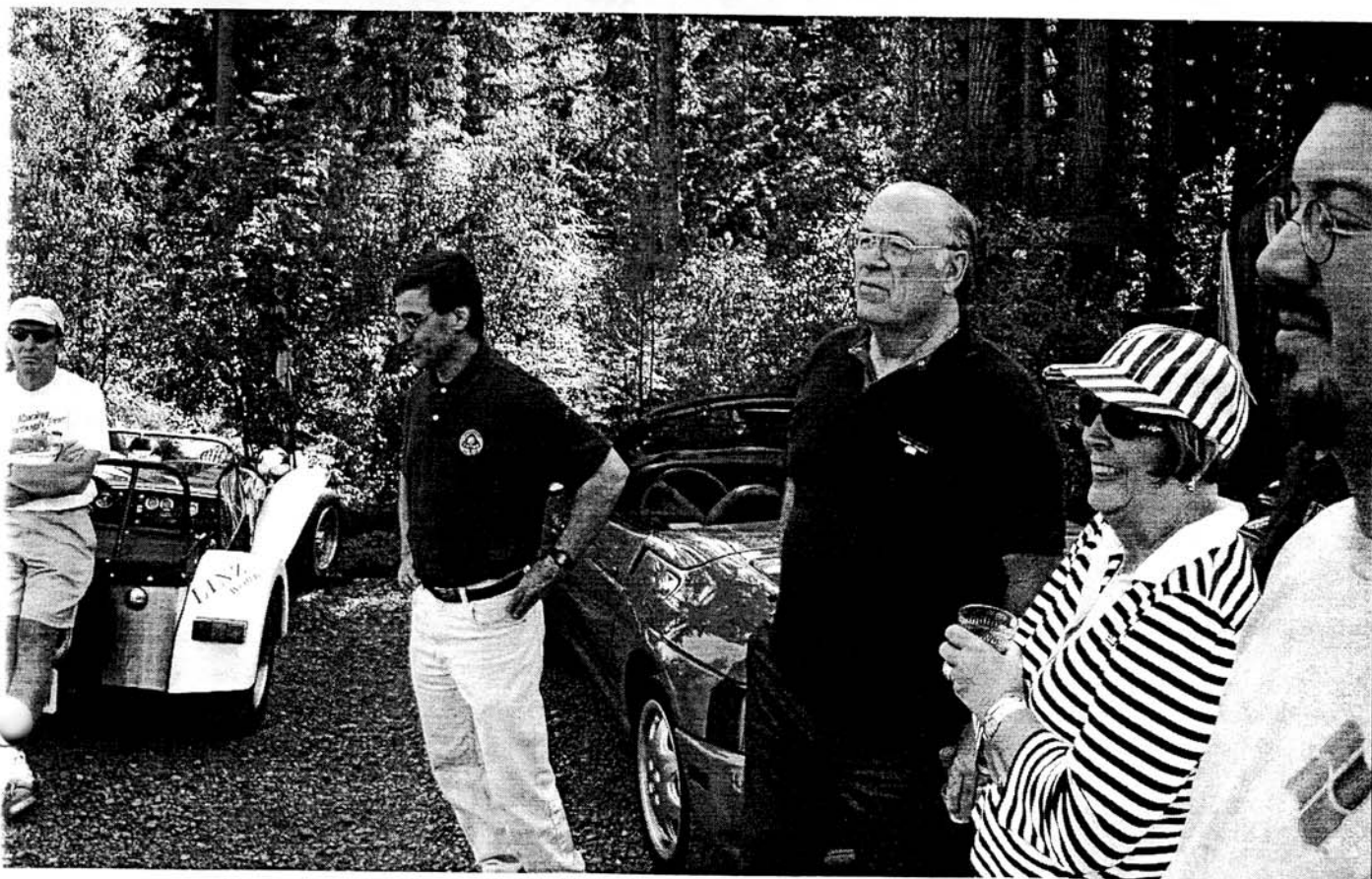
Retta counted the race weekend as a success in that she wasn't molested by any Italian cars and drivers. In her previ-

ous two outings, she had been leap frogged by a Lancia at the July Historics ("the sky got dark, and I noticed how clean the underside of his car was as he passed overhead") and then punted by an Alfa at Bremerton in August. The Lancia didn't survive his airborne excursion as his suspension was destroyed. Retta's Vee lost a wheel and tire to the damage and the suspension had to be realigned. The punting Alfa sustained more body damage than the punted Vee. We had considered putting a "No Parking for Italian Cars" sign on her Vee, but it turned out be unnecessary. She had some good dices with other Vees this weekend, and no con-tretemps with other cars.

Mark Brown from Vancouver came down in his lovely cycle fendered Seven Series III. Because his engine, while pretty much stock, doesn't meet an SCCA specification, Mark was gridded with the Sports Racing cars. He was clearly out classed, but did have some fun learning the track and got faster as the weekend progressed. Stephen Clark from Victoria, also in a Seven Series III, had the misfortune to have his crank pulley disintegrate; he could have fixed the resulting blown head gasket, but was not all that excited about trying to locate and properly install a crank pulley in the pits.

That's all for now. I'm not aware of how the faster Loti (Elans, Formula cars) did.

Next on the calendar: Maryhill Hill Climb and a trip to Thunderhill to race in early November.





2002 West Coast Lotus Meet

October 24-27, 2002

Monterey & Laguna Seca Raceway, California USA

Golden Gate Lotus Club & Club Elite
775 Paul Ave., Palo Alto, CA 94306

www.gglotus.org

REGISTER TODAY FOR A LOTUS FUN FILLED WEEKEND!!!

The 2002 WCLM will be the place to be the last weekend of October. Held in conjunction with the SCCA-SFR Vintage weekend, the WCLM will celebrate the 50th Anniversary of the founding of Lotus. To make the weekend even more special the SCCA is scheduling special Lotus only races and special Lotus cars.

SPECIAL NEWS!!! WCLM Historic Lotus panel of guest speakers!!! Meet Patrick Peal (ex-Lotus Engineer & PR Director), Bob Winklmann (Raced Lotus Cortinas) & Michael McKee (of Team Lotus, F Jr Champ).

Contact Golden Gate Lotus Club or Club Elite **now** to attend.

Golden Gate Lotus Club - Kiyoshi Hamai - kiyoshi.hamai@na.teleatlas.com - 650-494-3218

Golden Gate Lotus Club - Scott Hogben - shogben@endotex.com

Club Elite - Mike Ostrov - mikeostrov@webtv.net - 510-232-7764

Event Calendar

ELCC events are listed in **BOLD**

October

- 5 NWMS Driver Training, Spokane, WA
- 5-6 SOVREN Maryhill Hillclimb and Concours, Maryhill, WA
- 12 Meeting at Randall Fehr Restorations**
- 20 SCCBC Enduro Race, Mission Raceway, Vancouver, BC
- 24-27 West Coast Lotus Meet, Monterey and Laguna Seca, CA
- 25 Cascade Sportscar Club Driver Training, Portland International Raceway, Portland, OR
- 26 Cascade Sportscar Club 8 Hour Enduro Race, Portland International Raceway, Portland, OR
- 26 NWARC Driver Training, Bremerton, WA
- 26 BMWCCA Novice Driver School, Bremerton, WA
- 26-27 BMWCCA 2 Day Driver School, Spokane, WA

November

- 16 ELCC Event TBA**

December

- 7 ELCC Annual Holiday Party**

January

- 7 Officer's Meeting, Wedgewood Alehouse**

February

- 24 Hours of Daytona, FL
- Lotus Elite Brunch, Newport Beach, CA

Car Clubs

BMWCCA: BMW Car Club of America 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://welcome.to/nwarc>

WWSCC: Western Washington Sports Car Council
206-255-0658 <http://www.wwscc.org>

Racing Clubs

SOVREN: Society of Vintage Racing Enthusiasts
206-232-4644 <http://www.sovren.org>

ICSCC: International Conference of Sports Car Clubs
425-226-1338 <http://www.icsc.com>

BSCC: Bremerton Sports Car Club
360-697-1761 <http://www.bscc.net>

CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 <http://www.cascadescc.com>

IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 <http://www.irdc-racing.com>

NWMS: Northwest Motor Sports, Spokane, WA
509-928-0701

SCCBC: Sports Car Club of British Columbia
604-824-7277 <http://www.sccbc.net>


TC: Team Continental, Portland, OR
503-645-9058 <http://www.teamcontinental.com>

VWSC: Victoria Motor Sports Club, British Columbia
250-475-2606 <http://www.victoriamotorsports.ca>

SCCA: Sports Car Club of America, NW Region
206-292-0500 <http://www.nwr-scca.org>

SCCA, Oregon Region
503-697-9649 <http://www.oregon-region.com>

[978] 851-8370 easygo@tingleslotus.com
www.tingleslotus.com



TINGLE'S LOTUS CENTER

1615 SHAW SHEEN ST., UNIT 8
TEWKSBURY, MA 01876

Calendar Update by Alan Perry

Back in August, we had the annual Photo Selection meeting for the ELCC Calendar. I decided to select the photos earlier than usual so we could have the calendar ready in time for the West Coast Lotus Meet. Unfortunately, the announcement for the meeting went out late and very few people attended the meeting. Fortunately, the few people who were able to provide photos each submitted a large number of photos.

(As a side note, even though I "hosted" the meeting, I did not want to subject the club membership to two trips to Kitsap in a year, so Dan Morrison actually hosted the meeting at his house in Snohomish and I just ran the meeting and photo selection. Same as last year. Thanks, Dan.)

Thirteen photos (one for each month and one more for the cover) were selected and the calendar is now ready to go to the printers. I brought a proof copy to David Caley's Wine Tour.

At the Photo Selection meeting, I announced a number of changes:

- To meet rising costs to produce the calendar plus postage increases, the price of the calendar has increased to \$20 for members and \$23 for non-members, shipped USPS.
- Next year, we will be going to try and do an 18 month calendar, to be available in time for the ABFM in July. We will continue to sell that calendar through the end of the year, possibly reconfiguring it as a 12 month calendar for Christmas.
- In order to have the next calendar ready by the ABFM, we will have another photo selection meeting in late spring or early summer.

Of course, the big question is do we, as a club, want to continue in the calendar business. Let me know what you think.

**BROOKLANDS
BRITISH CAR**

PARTS-SERVICE-RESTORATION
LOTUS ELAN/EUROPA/ECLAT/ESPRIT
M-F 10AM-6PM OR BY APPOINTMENT

8235 SO. TACOMA WAY. TACOMA, WA 98499
SHOP/TECH ASSISTANCE: 1-253-584-2033
PARTS/MAILORDER: 1-800-244-4648
MASTERCARD & VISA GLADLY ACCEPTED



Jay and Jeff

Independent Lotus
& English Ford
Parts and Service



 805.967.5767
 805.967.6183

Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you no longer want the ad to be run.

For Sale: 1959 Series 1 Elite (#1054), Stage 2. Professionally prepared for vintage racing by Butch Dennison of Pete Lovely Racing. Excellent history. Car is currently in the Federal Way, WA area and is in excellent condition. Call Rick at 253-852-9258 or 206-349-6662, e-mail liq-uidgold@mindspring.com.

For Sale: 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. Asking \$20,000. Maury Montag, 425-391-5359.

Parts Wanted: for 1968 Seven Series III. Seeking LHD front foot boxes forward to graft to skinned rear tub. Series II ok. Skinned or not. Pedal bracket for hydraulic clutch and pedals. Engine brackets for X-flow. Front anti-roll bar and lower a-frames. Rear axle a-frames and locating rods. Petrol tank. Headlight buckets. Windshield frame. Hand-brake lever. Caterham reprint of Seven Manual. Andre 206-528-8141, e-mail ags58@earthlink.net.

For Sale: 1985 Caterham Seven. Original owner, 1700cc Super Sprint engine, cycle fenders, 30K, alloy/black, \$17000. John Schneeman 206-854-6706.

Parts For Sale: for 1983 Turbo Esprit. Brand new door rubber, R & L side. Two weatherstrip door glass rubber, part # E079U4434F and the two strips that go between the window and body. I believe many years are interchangeable. All the parts are brand new in original plastic bags from England. I paid over \$350 for everything. I no longer need the parts, the car is sold. Any reasonable offer considered. Marshall 206-236-4635, e-mail leshklein@attbi.com, Seattle, WA.

For Sale: Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin 425-417-3862 or <http://www.lotussource.com/1sclassified/MotorsportElise/summary.htm> for more information.

For Sale: 1969 Europa S2. White w/red pin stripes. Mild fender flares. 67k miles. \$7500 OBO. Michael 253-973-6893, Gig Harbor, WA.



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



98119X3041 51

