



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



## Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 August 2003

# SOVREN Historics, Summer Actually Starts

Well, for once, it seems that summer did start before the Fifth of July. The weather both Saturday and Sunday at Pacific Raceways tried very hard to be disagreeable but, in the end, clear and warm prevailed. It even approached being too warm, for cooling racecars, at least.

Saturday at the Historics Car Corral, traditionally the busier of the two days held true. The club sold all eight tickets and we had a few extra cars for the parade laps. There were a large number of Lotus cars in the racing paddock, even with the Dennison International gang (i.e., Pete Lovely's Lotus) in absence. I thought I heard they were at a race in Canada? There were many 51s in the Formula class, though member Gerry Snow didn't quite complete his car in time, engine snafu. I did see Fred McDonald campaigning his 23, though Bruce Bradburn's was back in the garage (Bruce did run the Alfa) and Bob Bentler was offering his considerable mechanical expertise to other racers in need of repair. Both Winbiglers were in attendance and racing. Myles raced the 1959 Sadler FJ car this weekend, Retta seeming to have a fun time battling other Vees in the same group.

Member Dave Bean dragged his 26R Elan up from California and smoothly drove away from the rest of the cars in his group. 40 years in the Lotus parts business, a love of developing the car and grooved "street" tires will help. Still what impressed me most was how smooth his driving style was, even if it hadn't been his first time on the track. By Sunday his lap times were dropping quickly.



Sunday the Corral did have fewer cars, which made things less congested. We had tickets left over, but I don't think the club lost money so all's well by me. I understand parade laps both days went well. We renewed a returning member, Greg Stoneking, and added one new member, Ed Neiger from Portland, OR, who owns a 1960 West Ford (not a typo) Clubman, (think Mallock-like).

Once again our club was complemented on how easy going we are to deal with at the Corral. Our reward? Our traditional spot under the trees. Thanks again go to all the SOVREN Volunteers who put on this event. Hope to see those of you who couldn't make it this year, next year. - Andre Samson

## West Side Drive

When: Saturday, August 16th, 9:30AM  
 Where: Start at Starbucks  
 Harbor Plaza/QFC shopping center, Gig Harbor, WA  
 Host: Gary Holt

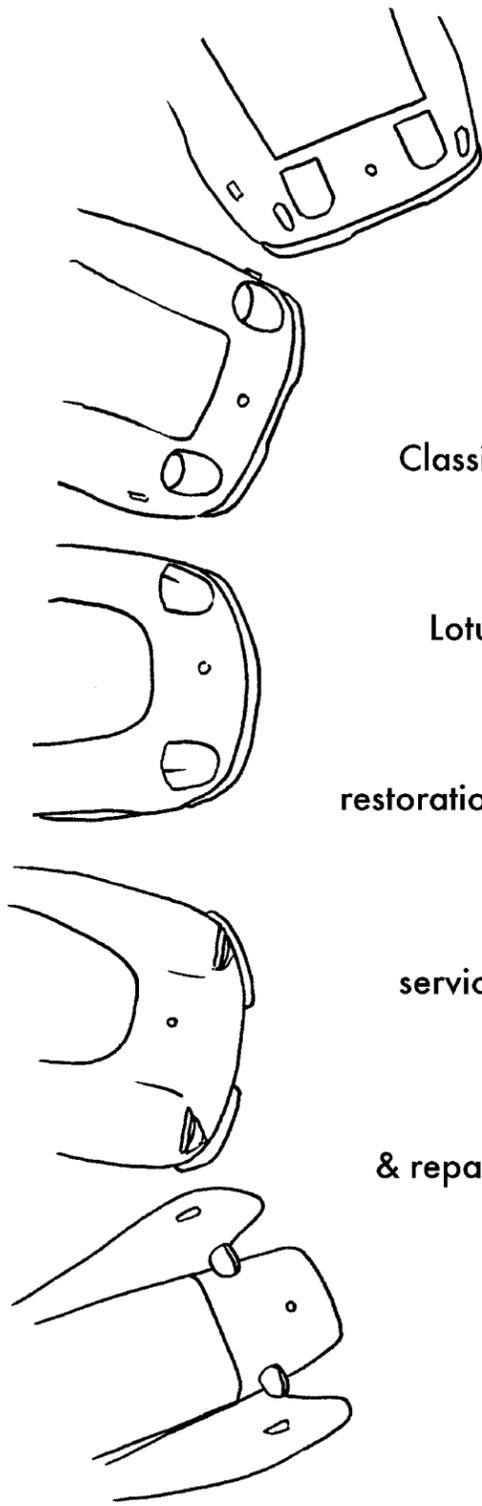
The West Side Drive will be a loop that starts in Gig Harbor and goes through Allyn, over to the eastern end of the Hood Canal and ends back in Gig Harbor. It is around 90 miles and should take two and a half hours or so. There should be little traffic and a good combination of twisty and fast "B" roads. The only slower part is around scenic Mason Lake.

Depending on the turnout, we will eat lunch in Gig Harbor at the shopping center or at Gary's house. Maps will be provided when you arrive.

### Directions:

- Take I-5 to exit 132 (Rt. 16 W - Bremerton/Gig Harbor) in Tacoma.
- Proceed 5 miles to the Tacoma Narrows Bridge and cross the bridge.
- Approximately 2 miles after bridge, exit at Olympic Drive.
- Turn Left at the top of ramp and proceed over Route 16.
- Turn Left at the first light onto Pt. Fosdick Drive.
- In 150 yards, turn Right into Harbor Plaza. Starbucks is straight ahead.





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### Editor's Note

No, I am not back yet. How do airplanes ever get built?

So, have you sent in your registration for the WCLM down in Portland over Labor Day weekend? Why not? The registration form can be found in last month's newsletter or the Golden Gate Lotus Club website ([www.gglotus.org](http://www.gglotus.org)).

Of course, the way that things are going, I won't be able to go myself. Labor Day in CT should be nice, right?

I was home for the Fourth of July and got an honor that I wasn't quite prepared for.

I live on Bainbridge Island and every year, Bainbridge has a street fair, car show and parade on the Fourth. Since I live there, I figured I should participate, so I entered the Elise in the car show. After some arm-twisting from the Chamber of Commerce, I also entered my car in the parade. (Last year, I entered some rally cars in the parade.)

I flew home on the 3rd and got up early to clean the car for the show. The cars in the show that also run in the parade are grouped together, so I was hoping that some of the nicer-looking cars would draw attention away from my poor, last-minute cleaning job.

There were some really nice cars at the show from almost any era that you could think of. I wish I had room to list them.

(continued on page 7)

*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:

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

### Editor's Note (continued from page 2)

When I picked up my registration pack and parade permit, I discovered that, instead of running with the rest of the car show cars, they had put my car towards the front of the parade, just behind the Grand Marshall. It seems that the parade organizers thought a Lotus was extraordinarily exotic and deserved a special spot.

I appreciate the honor, but, as I said, totally unprepared for it. The car was not that clean. It wasn't decorated for the Fourth. I didn't even have a passenger (though I can't count how many times I was told that I should have no problem filling the seat).

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### 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:** Car trailer suitable for smaller Lotuses and race cars, \$600. Randall Fehr, rsfehr@seanet.com, 206-782-8951.

**Parts Wanted:** for 1968 Series III Seven. Engine brackets for crossflow, front lower a-arms, handbrake lever, Caterham reprint of Seven Manual. Andre, 206-528-8141, ags58@earthlink.net.

**For Sale:** 1969 Europa S2. White w/red pin stripes. Mild fender flares. 67k miles. \$6900 OBO. Michael 253-973-6893, Gig Harbor, WA.

**For Sale:** From 1976 Mk 4 1500 Spitfire. L&R front uprights with stub axles/steering arms/hubs/brake calipers and discs, L&R rear brake assemblies, i.e., drums with complete backing plate assemblies. I believe these interchange on some Lotus models. Bob Scheib, 509-783-3126, ROBERT.SCHEIB@gte.net.

**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/lsclassified/MotorsportElise/summary.htm> for more information.

**For Sale:** 1969 Elan S4 DHC. White daily driver. 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except Crane

I was kind of embarrassed, but I tried to get into the spirit of the parade. The parade is very interactive with lots of humorous exchanges with the crowds. That's always fun.

The real potential for embarrassment was coming at the end. My Elise has a little thermostat problem, which decided to show itself at the parade. Things got stalled as the organizers decided how to route folks out of the parade and the coolant temperature got pretty high. Luckily, the car got moving in time to avoid a serious problem.

Next year, I think I will bring a rally car again!

(978) 851-8370 [easygo@tingleslotus.com](mailto:easygo@tingleslotus.com)  
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**TINGLE'S LOTUS CENTER**

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Cams optical ignition system, adjustable ZC needles, thermostat electric radiator fan, Michelin X 165/70R13. Factory Service Manual. Black top (never used). Black Tonneau. Felt car cover. Hemmings list good as 14K, CPI list at 12K. Chuck Botts, cbotts@san.rr.com, 858-292-1480, San Diego, CA.

**For Sale:** 1962 Elite Series II. Stage 2, double-dimple body. MG gearbox. Royalite door panels. I bought this car in 1976 from the original owner (and have the invoice from when he bought it new in England). It is now running for the first time since ~1974. Engine, transmission, differential, brakes, suspension have all been rebuilt. Balanced engine, diaphragm clutch, Konis, etc. Call or e-mail with questions. \$23,000. Owen Fairbank, sofairbank@olympus.net, 360-385-2346, Port Townsend, WA.

**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. \$20,000/Make offer. Maury Montag, 425-391-5359.

**For Sale:** 1962 Jaguar Mk 2. British green, 3.8 liter, AT, power steering, power brakes. \$23,000. Scott, 206-723-5094, Seattle, WA.

**For Sale:** 1979 Eclat, Black, 40k miles, Automatic, \$7000 obo to good home. Joe Terry, 425-885-0637.

**For Sale:** Two Solex carburetors for Series One or Two Europa, \$85 for the pair. Bob Cross, 360-652-9260.

**Parts Wanted:** for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman, 206-854-6706.

## Lotus Wins Class At Goodwood

by Alan Perry Photos by Lotus PR

Lotus took first in Roadster class at the Goodwood Gravity Racing Dunhill Challenge. The Lotus Engineering Type 119B, piloted by Twenty-two year old Malcolm Barnett, ran the 0.7 mile course twice, for a combined time of 2:20.949, 1.379 seconds off of the overall winner.

"It's been a tremendous weekend and the whole team is delighted with the victory," explained former British cart champion Barnett. "It was a great thrill to collect the tro-

phy, and we're looking forward to taking the trophies back to Hethel for everyone at Lotus to share in the celebrations."

Team leader James Setter noted, "We've been invited to compete again towards the end of the summer, and it seems like a great opportunity to confirm our leadership in British roadster soapbox racing."

The car was the result of a 10-month development effort at Lotus.

Lotus also won the "Best Presented Roadster" award at the event.



## Event Calendar

ELCC events are listed in **BOLD**

August

**16 West Side Drive**

15-17 Lotus Ltd. LOG 23, Grand Island, NY

29-31 Lotus Gathering at Portland ABFM

September

13-14 5th Annual Run To The Gorge

20-21 SOVREN Fall Finale with Enduro Races, Pacific Raceways

October

**18 "Racers of the 60s"/Calendar Photo Selection Meeting (tentative)**

November

1 TC Driver Training, PIR - Portland, OR

9 NWARC Driving School - Bremerton, WA

December

**13 ELCC Holiday Party, West Seattle, 6pm**

Welcome new members:

Ed Neiger from Gresham, OR. He owns a 1960 West Ford Clubman.

Sean Lane and Tom Bingman in Seattle, WA, 1995 Esprit S4 (BRG)

Neil d'Autremont in West Linn, OR. He is looking for a Seven.

## Car Clubs

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://welcome.to/nwarc>

WWSCC: Western Washington Sports Car Council

206-255-0658 <http://www.wwscc.org>

## 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.cascadescc.com>

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>

## From The Chair

My thanks to Jim Taylor and Nancy McCraney, for representing the club in the planning meetings, and "hosting" our participation in the ABFM, i.e. lugging the club stuff around for the day. Neither he nor I were able to spend much time at the Lotus section. He was an ABFM working official, and I was down in the For Sale section all day (no sale that day but nibbles on the Gallagher Seven still trickle in). I did get to see a number of club members and families as they strolled by. The brief time I was up in the Lotus section it was great to see the cars, and more importantly the club members.

Thanks too go to any members who helped with the set up and break down of our gear, and those who talked up the club to interested spectators. Results are listed elsewhere in this issue, and congratulations to all who took prizes.

I've been working on finalizing the end of the year events schedule as well as the beginning for next year.

August 16, Gary Holt and the West Side Posse will be leading the West Side Drive. I don't know that it ever received any other official name. The invite is in this issue.

Then August 28 through the 30th the West Coast Lotus Meet in Portland, OR. Meet news trickles in via email and Alan Perry. But suffice to say if you are going and haven't registered yet, they would like a show of hands to estimate what they will need to get. I'm sure they would appreciate an actual registration too.

It was with shock and a gasp of angst that I received the news from Myles Winbigler that club member Eddie Vanetti had passed away. At J&L last January Eddie had made a point to thank me for setting up the shop/car collection tours last Winter. But what stuck with me most was how on our first meeting, he greeted me like a long time friend. In subsequent

## Member's Notes

Compiled from members

Submit your notes to the Chairman or the Editor.

Pete Lovely, and Nevele, were in Toronto the weekend of the Historics, part of the Vintage Formula One support race for the CART Race. Evidently the Vintage cars had a larger field than the main race. That's putting things in the right priority.

meetings he was always genuinely friendly, and always had a car story to tell that left me feeling awe from what he must have experienced throughout his life as a mechanic, and a bit sanguine that I didn't follow a similar path. I will miss what I feel would have been a comfortable friendship.

With two events so close together in August there might not be a September event, but I am in the process of finalizing a meeting for October 18. "Racers of the 60s" will be an informal story telling afternoon in the new-ish garage/shop of Myles and Retta Winbigler. I've invited all the club members (and significant others) who raced in the 1960s, from factory drivers to those who campaigned their own club racecars, to spend an hour and a half of informal (is there any other way in this club?) story telling. We will probably include the Photo Calendar selection voting too so that annual project can stay on schedule.

Saturday December 13 is the Annual Holiday Party. Our hosts this year will again be Chuck and Georgia Conti of "West Seattle late night waiting for the Ferry drinking Whiskey" fame. Heck, let's not have the party, and just drink Whiskey waiting for a Ferry, any Ferry, every Ferry!

And too it is time for you to consider serving your club. These are the last few months of my term as Chair. Though I will have set up some of the Event Schedule for 2004, we will need a new Chair come January to take over. Elections, much as they are(n't) need to happen in a timely manner for proper ballot counting. Step forward, or everyone else step back, so we can (s)elect a new leader. Let me know you want to serve your club in this influential position (which also gets you more direct and sometimes first access to people who are selling Lotus Sevens).

Andre

Don Christopher has been busy visiting ELCC members who own Sevens. So far, he's dropped in on Ralph Neil, Alice Larson, Steve Shipley, Andre Samson, and David Caley. With their help he's answered an important question - does he fit in both Lotus and Caterham Sevens? The answer - yes, if he wears the right shoes.



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**Lotus and Eaton surge ahead with Camless Engine Technology** Lotus Engineering PR

Lotus Engineering has signed a licensing agreement with leading U.S. tier one supplier Eaton Automotive to develop for production the British company's 'Active Valve Train' (AVT) system.

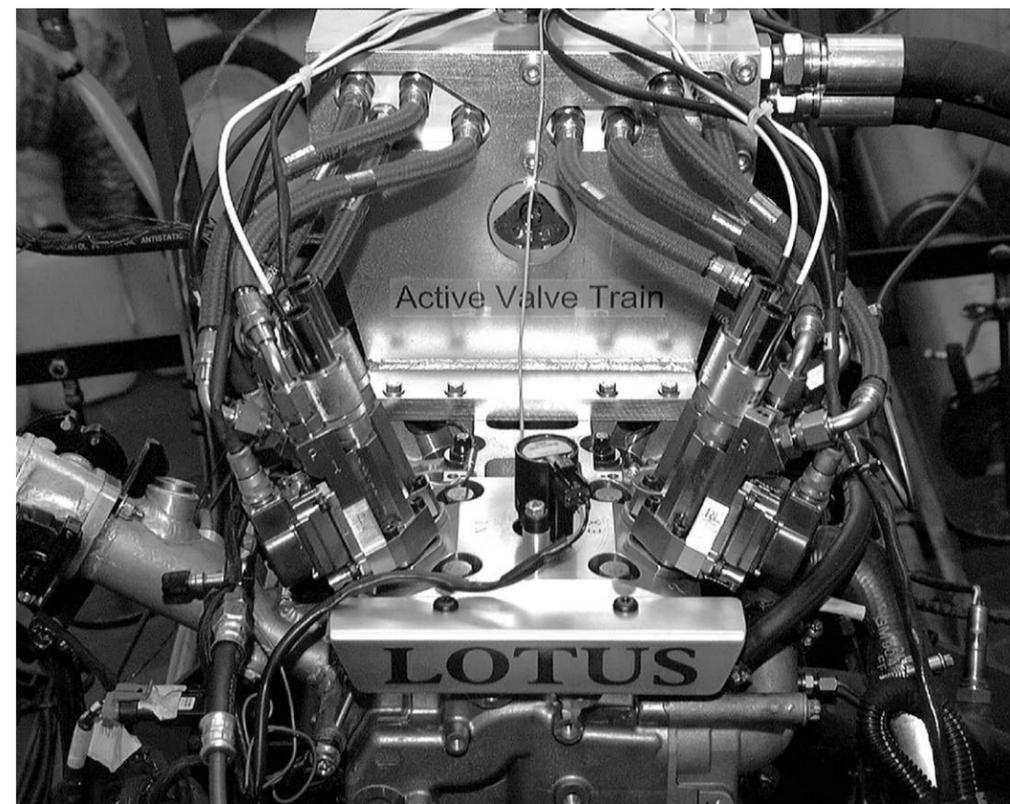
Lotus' excellence in powertrain research and development is being combined with Eaton's leadership in producing and selling valvetrain technologies to vehicle producers around the world. The companies will collaborate closely in the development of Lotus' current Active Valve Train (AVT) research system to meet the cost, packaging and performance requirements of a production system.

The technology promises to reduce engine-out emissions and improve fuel economy, crucial to the global automotive industry as it faces increasingly stringent legislative standards towards the end of the decade. Furthermore, simulations show that for a conventional baseline engine, the improved operational efficiency increases torque by up to 10% with AVT technology on board.

Simon Wood, director of Lotus Engineering, explains the synergy between Lotus and Eaton. "This agreement is important for both companies. We are capitalising on our unrivalled experience with AVT technology and its calibration and control systems, while Eaton has recognised the incredible potential of this technology and is the best-placed firm in the world to bring the system to the market."

Lotus and Eaton hope to have vehicles demonstrating AVT technology within two years and to have systems in production and available for delivery by 2008. An undisclosed major European vehicle manufacturer has already signed an agreement to acquire the AVT system for one of its platforms.

"Eaton's Automotive segment produces products focused on fuel economy, the environment, and targeted safety systems. Our collaboration with Lotus means we can get to market quickly with one of the most exciting developments in valvetrain technology for many years," said Stephen Buente, Eaton senior vice president and group executive -- Automotive. "Between Lotus and Eaton there is the right mix of experience and know-how to make the AVT system a world-leading technology that is attractive to vehicle producers the world over."



The fully variable AVT system is several generations ahead of the various mechanical systems introduced by OEMs to improve the flexibility of their engines. It offers a level of valve control never seen before in production engines. Replacing the camshaft with lighter and more compact hardware, the electro-hydraulic valve actuation technology enables virtually infinite manipulation of the timing, duration and extent of lift for each valve. The complex control system selects and implements the valve lift profile that achieves optimal operational efficiency across the engine's entire speed and load range. In addition to reduced emissions and fuel consumption, Lotus' AVT technology offers increased torque and power output potential from the engine.

Furthermore, the AVT system will subsequently be an essential enabler for new combustion processes. For example, Lotus has demonstrated that Controlled Auto Ignition (CAI) and Homogenous Charge Compression Ignition (HCCI) are capable of reducing engine-out nitrogen oxides (NOx) emissions by up to 98%.