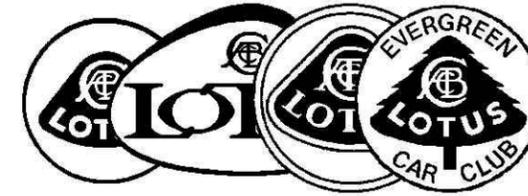




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 May 2003

SOVERN Defrost Kickoff in Yellow and Red

The first outdoor ELCC event of 2003 began with cloudy skies and the threat of rain. The SOVERN Defrost Kickoff, held over the Easter weekend at Pacific Raceways in Kent, Washington, also began with noticeably sparse crowds. With over 110 race cars on the entry list, there seemed to be more numbered cars in the paddock than spectator vehicles in the parking lot, and more drivers in flame retardant suits than spectators in the grandstands.

reached a top speed of 107 mph in his 1960 Lotus 7 America, with yellow racing stripe, during the group 1 qualifying, then entertained Andre and Don with stories about his car and past races in the Pacific NW. Earlier in the day, Retta Winbigler, in her 1968 Beach FV, and Bruce Bradburn, in his 1962 Alfa



Romeo SZ2, raced in group 1 qualifying. Scheduled for later in the day was Fred McDonald in his 1963 23.

But there were about a dozen ELCC members present, with a peculiar theme that echoed the rest of the day – yellow and red. First, there was the most noticeable car in the parking lot, Roger Croshaw's yellow 1971 Eupora S2. No far away were my wife's new red mini-van (only worth mentioning because I had to dip into my want-to-buy-a-red-or-yellow-or-any-other-color-Seven fund to pay for it) and Andre Samson's orange 1975 BMW 2002 (orange = yellow + red). Ralph Neil was also in attendance, with his daily-driver solar yellow 1989 Caterham Seven parked by itself under the trees where the ELCC meets during the SOVERN Historics.

By noon the sky was clearing, but the crowds had yet to materialize. Nevertheless, those in attendance enjoyed easy access to the paddock and track. Lotus' represented just under ten percent of the total entries, with about half them owned by ELCC members. The Lotus badge, by the way, has a very yellow background. -- Don Christopher

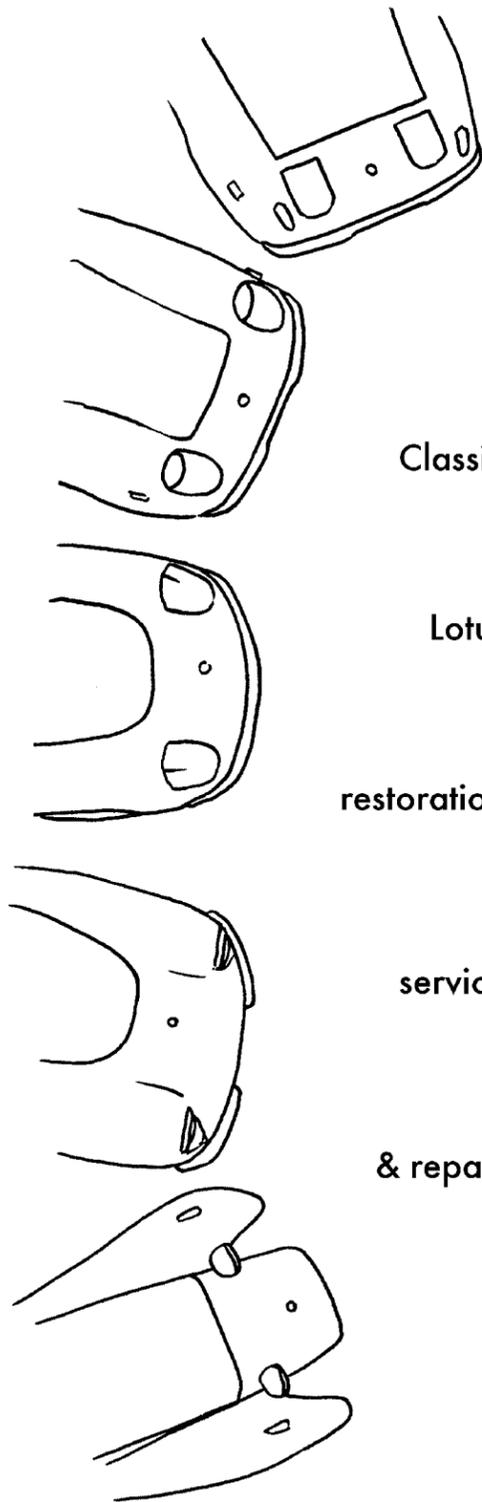
The Saturday morning races were also characterized by yellow and red – flags. By noon, the qualifying races were already one full group behind schedule, the result of blown engines and subsequent restarts. Fortunately, none of the ELCC member's cars suffered this fate. Myles Winbigler



No May Club Event

There is no Club event planned for this month. Spend the month off getting your car ready for the tour in June or call up some Club members and do your own drive.





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Editor's Note

Another month in paradise. Well, Connecticut, at least.

So, last month I made a mistake in this column. Yeah, I know. What else is new? Last month, I made reference to David Hackett as the owner of the huge Lotus shop in Chester, NY. Well, David Hackett is actually one of the organizers of a rally that I did in Reno last month. David Nagler owns the Lotus shop (and a couple Esprits, a Plus Two, a Type 75 Elite and more). David (Nagler, that is) gets more mention in my article about my trip to the New York Auto Show.

Also, last month, I asked for photos (and articles) for the newsletter. One thing that I forgot to mention is image resolution. The resolution of an image is how much detail is in it and is expressed in dots per inch (or dpi). Printers are usually capable of handling hundreds of dots per inch and computer displays usually display 72 dpi. Pictures that appear on web sites are 72 dpi. When I put this newsletter together, I convert pictures to 300 dots ppi.

What I am taking a lot of words to say is that when you submit pictures to the newsletter, please try to make sure that they are at least 300 dpi. Pictures at less than that resolution can look OK, but when they get down to web resolution, they can look pretty bad.

Hope to see your pictures in a future issue of the newsletter.

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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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

More Pictures From SOVREN Defrost



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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.

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: Fuel tank for Twin Cam Europa, pressure-tested, \$100. Ambient air temperature gauge for Elan +2, NOS, in box, needs calibration, \$75. 1965 BSA B40 single, big-project, \$400 obo. 1967 Triumph Tiger Cub, project, \$1200 obo. Bob Cross, 360-652-9260.

For Sale: Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator.

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

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 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: 1990 Yamaha FZR400A. Light weight sport bike in original street trim. Black with blue/silver accents. New plugs and thermostat. Runs great. Comes with service manual. 17500 miles. \$3000 OBO. Alan, 206-855-9464, alanp@snowmoose.com.

More Photos From The New York Auto Show



Event Calendar

ELCC events are listed in **BOLD**

- May
 10-11 SOVREN Spring Sprints Races, Pacific Raceways
 16-18 SCCA National/Regional, PIR
 17 Vancouver All British Field Meet, Van Dueson Garden, Vancouver, BC
 23 Club Lotus Northwest Track Day, PIR
- June
Tom Miller's Olympia Drive
 6 CSCC Driver Training, PIR
 13-14 SCCA National/Regional, PIR
- July
4-6 ELCC Corral at SOVREN Pacific Northwest Historic Races, Pacific Raceways
 11-13 NVRG Historic Races, PIR
26 Western Washington All-British Field Meet, Bellevue Community College, WA
- August
"West Side Drive"
 15-17 Lotus Ltd. LOG 23, Grand Island, NY
 29-31 Lotus Gathering at Portland ABFM
- September
 13-14 Run To The Gorge

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

No May event.

In June, Tom Miller will be leading a drive south of Olympia. He has driven it before and recently checked the route yet again.

Have heard no suggestions on reducing the number of tickets for the Historics July 4th, 5th and 6th, so we will have eight to ten tickets available each day. The Western Washington ABFM is the 26th. There is a link on our web site to the ABFM for updated information and applications.

August 9th is the date preliminarily set for the West Side Drive, not it's official title.

Mark Viskov reports there will be a Lotus Gathering at the Portland ABFM/SOVREN Labor Day Weekend. From the Club Lotus Northwest Web Site:

Member's Notes

Compiled from members

Submit your notes to the Chairman or the Editor.

JESS and EDDIE MARKER drove the Copperstate 1000 again. Jess mentioned the Elite runs better and better with each tour.

GERRY FOLEY has been in touch with Butch at Dennison International, arranging for a Club tour some time next winter.

STEVE SHIPLEY is taking Machining classes all toward his Seven project.

DON CHRISTOPHER continues his search for a Seven. Still struggling between his desire for an original Lotus Seven, which is his passion, and a Caterham Seven, which he fits into.

BOB BENTLER is hoping to bring the 23 to the Historics in July.

RANDALL FEHR remains busy at Horton restorations.

DAVE BILLINGS continues a Master Bedroom addition to his new house. More parts are being procured for the Elan which is "next on the list".

JOHN SCHNEEMAN, after building an addition to his new house, has turned the rest of the house into a project. Dead-

West Coast Lotus Meet 2003 (August 28-31)

This year Club Lotus NW is hosting the West Coast (International) Lotus Convention, in Portland, Oregon USA at Portland International Raceway (PIR) Labor Day Weekend, August 28th thru 31st, 2003.

Friday August 29th is the Club Lotus NW Track Day. Saturday and Sunday are the Portland All British Field Meet (ABFM) and the SOVERN Vintage Races featuring an enormous field of CANAM cars and scores of Lotae. The ABFM events include Concours, Rally, Autocross, Swap Meet and Marque Sales.

The convention will include the ABFM and SOVERN Vintage Races but will also include its own track day, technical sessions, barbeque, banquet and many other activities.

Stay tuned for updates.

Andre

lines and delays means he might be short on storage space for his collection.

CHUCK HART's Elite racecar is up for sale. Contact Tony Germey at Hart Properties.

Congrats (at least for inspiring the rest of us) to Club members seen racing at the Defrost Kickoff: RETTA WINBIGLER, MYLES WINBIGLER, BRUCE BRADBURN, FRED McDONALD. And to BOB WELLS the honorable of the honorable once again working corners.

CHUCK CONTI survived tax season again, and GEORGIA continues her Master Birding work.



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Lotus In New York by Alan Perry

As has been noted in the Editor's column, I have been working in Connecticut for the last couple of months. While the work has been interesting, for the most part, it has not been fun living out there. (If I wanted to live there, I'd move there!) However, sometimes it has had its benefits. One of these was being part of a display of Lotuses at the New York Auto Show.

Somehow, a guy named Joe Saturnia managed to convince the folks at the New York Auto Show to give the Lotus Enthusiast Organization (LEO) a 120'x30' display tent outside one of the entrances on the last day of the show. LEO is a very loosely organized group affiliated with Lotus Ltd. Since I don't have any Lotuses on the east coast, I might have gone, but LEO member George Jacobson, who owns a 1972 Europa S2, wanted to have his car there, but had to be at a wedding in Boston and needed someone to drive it down. That's where I came in.



George's Europa at the meeting point.

The original idea was to put in a half day at my client site on the day before, drive to George's place, pick up the car, head over to David Nagler's place and stay the night, then drive the Europa down to the show in Manhattan. David was leading the caravan from upstate New York. This got a little complicated when a client of mine in Chicago asked if I could come out and work on site for a couple of days just before the Auto Show. This got even more complicated when I decided to buy a car in Detroit to use as my east coast car.

So, three days before the Auto Show, I flew to Chicago and put in a very long day at the client site. With two days to go, I put in another very long day, plus drove a couple of hours to the nearest Wells Fargo branch (in Racine, WI) to get a cashier's check to pay for the car in Detroit. On the day before the Auto Show, I flew to Detroit, met the guy with the car (a 93 VW Corrado VR6) at the airport and completed the transaction in the parking structure. And then I drove the car the 600+ miles to David's place in Chester, NY.

When I arrived at his place, it turned out that David was at the Lotus Shack, a large metal building that he recently completed that has a lift, office and room for a couple dozen cars. He and some other folks were there getting

cars ready for the show. Later, David's wife Sandy provided a fantastic meal.



Car-cleaning at the Lotus Shack

On the day of the Auto Show, I got up early and drove down to George's to pick up the Europa. The car fired up without using any choke. I proceeded onto the meeting point.

The plan was for David and the others to meet me at the exit for George's. Then we would caravan together down the Palisades (the road between NYC and Bear Mountain) to the George Washington (GW) Bridge, cross to Manhattan, then head down the Henry Hudson Hwy and Westside Hwy to the Javits Center. We were told that we had to be there by 9am or we could not get onto the access road to the display area. The driving time from George's place was 45 minutes, but we set the meeting time at 7:45 to be safe.

Of course, things didn't go as planned. David got delayed. Not knowing when David would show up and wanting to make sure the Europa got into the show, I gave him until 8am. This would allow me to get lost in Manhattan and still hopefully get to Javits Center in time. And at 8, not seeing any sign of David, I left for the big city.

If I had waited five more minutes, I would have seen David and been part of a caravan that knew where it was going, but instead, I braved NYC alone, without a map, in a Europa that I had never driven before.



Some of David's cars at the Lotus Shack

I made it to the GW bridge without a problem, but, on Manhattan, I misread a sign, so I ended up heading the wrong way. Luckily, the roads are basically laid out in a grid and I was at 178th and Broadway and I needed to be at 38th and 11th, wherever that is in relationship to Broadway. I just headed south on Broadway looking for 38th and figured Javits Center would be easy enough to find. And, despite a few curve balls thrown, it was.

At 8:30am on a Sunday, the only cars on Broadway were the Europa and taxis. There were far too many unsynchronized traffic lights, but I managed not to run any of them in my zeal to arrive on time. As I drove along, I could see the tops of recognizable towers like the Empire State and the Chrysler Buildings. It was so cool for words.

After arriving at the Javits Center, I looked for the entrance to the access road and, instead, found the back way into the display area. Good enough. I parked the Europa as directed under the display tent and was set. Or maybe not. As the union workers set up the fencing around the cars (we were reminded that we could not move the fencing ourselves), officials with the Auto Show let us know that the cars would need to be moved because the path that most people would take into the area would be through the middle of the Lotus display. There was a quick reshuffling of cars.

The Lotuses that appeared in the display were all provided and driven by their owners (except a certain Europa). Most of the 23 cars that showed up for the were Esprits of most variations. There was also a Type 75 Elite (but no Type 14 Elite), a 2001 Caterham (but no Sevens), an S2 Elan, a Plus Two, the previously mentioned Europa, a Type 49 commem-



orative Elise Sport 190, a Mark Six and a Formula Junior Type 18.

We spent the day answering most of the standard questions about Lotus ("Lotus? Who makes Lotuses?") and escorting people through the display, showing them more and answering more questions. At 4pm, we had a "rev-off", where we all started the cars and revved them at the same time. The crowd seemed to enjoy it, even if the cars didn't sound as nice as those in the Shelby Club area next to us.



A small portion of the New York Auto Show floor. In the distance, a demonstration of the only way to make a Jaguar F1 car fast.

The Auto Show itself was a let-down. There was one LCU-provided Mk 2 Elise at the show and it was in the display for the local dealer, who kept the car behind a rope and wouldn't even let folks who had Elise deposits behind the rope to look at the car. (This is just the kind of dealers that Lotus needs. Not.)

Towards the end of the day, George (Remember him? The guy who owns the Europa that I drove down) arrived and was able to save me from my biggest fear - driving his car out of Manhattan in very heavy traffic, surrounded by NY drivers. He works in Manhattan, so it was no sweat to him.

While George and I were having a nice drive back to his place, the New Jersey contingent caravanned back together and things went a little different for them.

They took the tunnel back and the guy in the lead car thought it would be neat to videotape the caravan in the tunnel. Unfortunately, much to their surprise, you cannot openly videotape inside the tunnel (apparently potential terrorists on scouting missions don't know about small, concealable cameras). The tunnel was briefly closed and the guys in the lead car were detained and later released.

George and I made it back to his place without a problem. Then I slugged it out in the weekend "return home" traffic through Connecticut, wondering when my next adventure will be out here.