



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
November/December 2003

Racing in the Sixties

This event was held at Myles Winbigler's shop to select photos for the ELCC calendar and to listen to the experiences of our members who raced the cars we call "vintage" today. Myles' shop had his Lotus 7, a Bugeye Sprite, and a Sadler Formula Junior. We heard from Bob Bentler, Myles Winbigler, Cary Tolman, Pete and Nevele Lovely, and Fred McDonald. Cary Toleman had scrapbooks of photographs and original artwork. Bob Bentler brought movies of his Lotus 11 at Pacific Raceways and Westwood in British Columbia.

They didn't always have racetracks. They used airports at Ft Lewis and Paine Field. They raced on the streets of Ocean Shores when that community was first developed. Instead of guard rails and runoff areas they had ditches and telephone poles protected by hay bales. They drove, not just on the track. There were many miles on the road as well as miles on the track. When Bob Bentler went to the SCCA runoffs in 1969 he towed his Lotus 11 for 3700 miles in 75 hours. His tow vehicle? A black 1957 Ford Thunderbird. The results were first in "class", beaten by the mid engined cars, but first among the older front engined cars.

Even though \$15 entry fees seem reasonable today, racing was still expensive. To make it to the runoffs, Myles Winbigler spent 60% of his gross salary in a year. He remembers it took 3 years of financial recovery to mount a second campaign. And speaking of recovery, another of our guests remembers Myles admitting that being hospitalized after a racing accident was a TwoFer. Being unable to race allowed time to recover financially while he recovered physically. This is what it took to be a top competitor in a Bugeye Sprite. This was when a racing Bugeye developed less than 50 hp, now Myles says they now develop over 100.

Pete Lovely remembers racing in the 60s, and the decades before and after. He started oval racing in 1947 and his first sports car race was in 1950 in a Renault 4CV. He has a wealth of experiences and we heard the details of competition from Ft Lewis to LeMans. He gave vivid descriptions of memorable moments and gave a great picture of what it was like to live and work with Colin Chapman in 1958 prior to LeMans.

They worked hard to keep their cars competitive. I gained a sense of the tremendous level of effort needed to run in mid pack, and the extra level of effort to run at the front. - Steve Shipley

ELCC Holiday Party

When: Saturday, December 13th, 6:00pm
 Where: 5106 SW Waite St., Seattle, WA (West Seattle)
 Host: Charles and Georgia Conti, 206-937-6076

We'll again be having a potluck dinner and we need you to bring a salad and/or hot dish. Please RSVP (and note what you will be bringing) by phoning Georgia at (206) 684-0113 during the day or (206) 937-6076 during the evening.

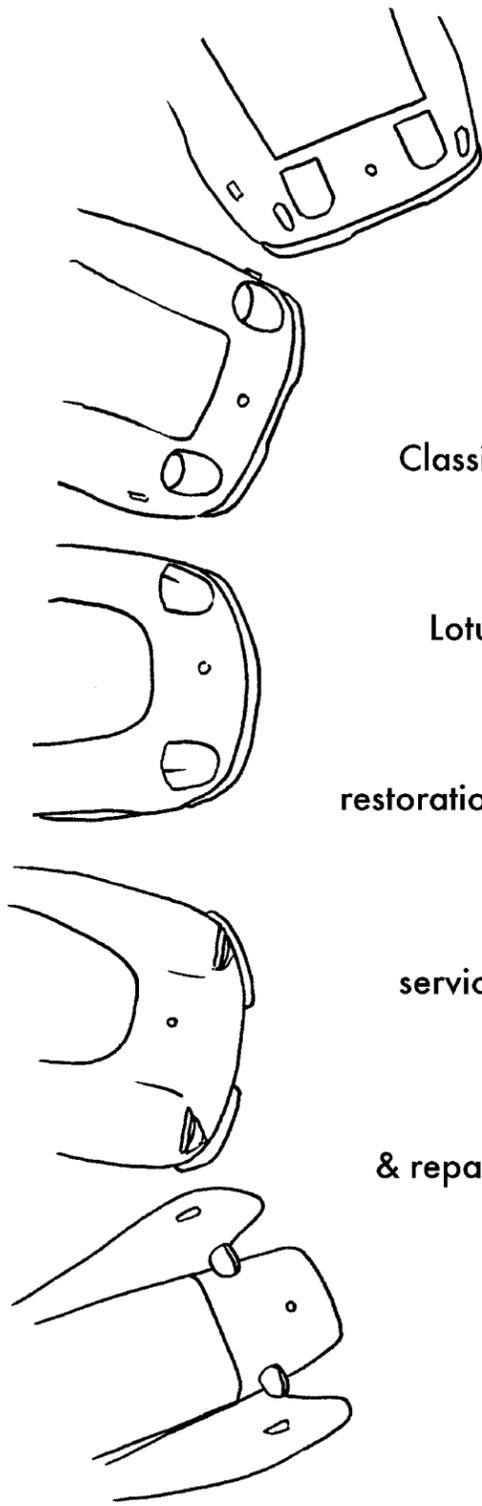
We'll also continue the tradition of the gift exchange. So, bring a wrapped \$20 gift (serious or suitably humorous). Maybe you'll be lucky enough to take home the Bugatti!!

Directions:

- From I-5 North or South, take the West Seattle Bridge exit (Exit 163).
- From Hwy 99 South, take the West Seattle exit.
- After the high rise of the West Seattle bridge, take the Admiral Way exit, past the exits for Delridge and Harbor. Going up the hill, watch for the nice policeperson who occasionally likes to nab speeders coming off the bridge.
- Continue on Admiral Way, curving around the lookout and through the Admiral Junction (Starbucks on left, Thriftway on right, Jack In The Box on left).
- Cross California Avenue and continue for another 3 blocks to 47th Street SW, which is the start of the downhill to Alki Beach.
- On your right, just past 47th, turn onto SW Waite Street.
- Continue on Waite Street for 3-4 blocks to the dead end sign.

The driveway and area directly in front of the house will be reserved for guests who drive their Lotuses. Otherwise, parking is along the nearby streets.





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Editor's Note

Well, I have to apologize again. I didn't have enough material to fill the November newsletter and, since there was no official Club event in November, I figured that there wasn't going to be much material for the December newsletter either. Therefore, I am doing a combined November/December newsletter. Boy, am I glad the current official club statement on the number of newsletters per year is not specific. Just hope that folks don't miss the Holiday Party because I delayed getting the newsletter out.

On a completely different front, I am finally done with the job in Connecticut. Well, at least the part that required me being in CT. It was fun working on airplanes and experiencing New England and hanging out with the LEO (Lotus Enthusiasts Organization, NY/NJ club) guys, but I would rather be at home. And I WILL be at home. I will be a home-based employee of Sun Microsystems, working out of their Los Angeles office, developing IEEE-1394 support for Solaris x86.

While I will be around to do things like take the newsletter to the printers and mail newsletters, because of my rally schedule (which consumes weekends), I might not make it to many club events, so I will still be dependent on you guys to continue to write and send in great articles about, as well as photos of, the club events.

Happy Holidays!

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	

2004 ELCC Calendar available

The next edition of the ELCC Calendar is available.

In case you are new to the club, it is a monthly calendar, in 11" x 8-1/2" format, spiral-bound together. Each month features a picture of a Lotus and special dates in Lotus history are marked as well. The photos were provided and selected by club members.

Don't you think a Lotus calendar would make a nice gift or look nice in your garage or on your refrigerator or in your office?

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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.

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 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

The cost for the calendar is \$15 for club members and \$20 for non-members, shipping included. Send your order to:

ELCC
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Bellevue, WA 98015

Send your name, address, whether or not you are a club member, the quantity and payment. Sorry, no credit cards.

The calendar may also be available at the Holiday Party.

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cover. Hemmings list good as 14K, CPI list at 12K. Chuck Botts, cbotts@san.rr.com, 858-292-1480, San Diego, CA.

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.

For Sale: 1997 Caterham Super 7 Live Axle, 1700 cross-flow/150hp, Quaife 5-spd, Quaife LSD, 4 pt harness, Scholarship Adjustable Suspension, Clamshell Wings, Green/Yellow/Aluminum, Tonneau cover, Some spares. See www.unibrain.org/forsale for more info. \$25,000 negotiable. Jim Boone, 503-246-7541, forsale@unibrain.org

For Sale: Parts for Series 2 Elan. Engine block and rotating assy. All engine acc. Cyl. head with cams. One Weber DCOE side draft carb. Complete manual transmission. Clutch assy. Flywheel. Drive line. Complete differential assy. Rear swing arms, axles, hubs, brake assy. Front swing arms, hub, brake assy, rotors. Starter. Alt., Air cleaner assy. dazriel191@yahoo.com.

2004 West Coast Lotus Meet Golden Gate Lotus Club PR

The 2004 West Coast Lotus Meet (WCLM) will be held May 20-23, 2004 in Lake Tahoe, California.

The Golden Gate Lotus Club in association with Club Elite, Club Lotus Los Angeles, Club Lotus Northwest, Evergreen Lotus Car Club, Lotus Owners of Phoenix and Lotus of Colorado will host the 3-day event.

"Lake Tahoe is the premier resort area in the western US and is the perfect place for celebrating Lotus, and for the introduction of the Elise to our shores," says GGLC President Pete Richen. "We are excited and extremely pleased to present this wonderful event for the Lotus enthusiast."

The 2004 WCLM will be headquartered at the Lakeland Village Beach & Mountain Resort. Lakeland Village has over ¼ mile of private beach, 2 tennis courts, 2 pools and hot tubs, a private dock, ample secure parking and accommodations from full suites to 3, 4 and 5 bedroom town homes.

Registration for the 2004 WCLM is open. The all-in-one registration fee will include the total package of 7 events and special surprises plus an optional WCLM Track Day. The 3-day schedule is jam-packed. It begins with an Opening Reception at the Lakeland Village on the shores of Lake Tahoe on Thursday May 20th.

Friday May 21st will split the entrants, some will elect the optional WCLM Track Day at the Reno-Fernley Raceway, a brand new facility about 1 hours drive from Lake Tahoe. Others can go on the Lake Tahoe Tour that will include a Lake-side picnic, photo opportunities and scenic roads that will take your breath away.

An EXCLUSIVE Lake Tahoe Dinner & Dance Cruise aboard the historic Tahoe Queen will cap the day's events. While you enjoy the Sierra sunset you'll see the Tahoe basin and Emerald Bay as can only be seen by boat. Space is limited on the Lake Tahoe Dinner Cruise (first come, first served), so register for the WCLM early!.

Saturday is yet another busy day for the 2004 WCLM. Saturday May 22nd opens with the WCLM Autocross. This is an opportunity for every WCLM entrant to enjoy his or her Lotus near its limits. The WCLM Bar-B-Que and WCLM Concours will follow the WCLM Autocross. A very special setting has been chosen, one that is sure to be memorable for all!

Saturday evening has been left open so that that you can explore the Lake Tahoe area. You'll find that the area offers a plethora of things to do! There's fine dining, clubs, comedy, music, dinner and cocktail shows, and of course, casinos!

The 2004 WCLM will conclude on Sunday May 23rd with an Awards Brunch.

For more information and the most up-to-date information about the 2004 WCLM visit www.gglotus.org.

Event Calendar

ELCC events are listed in **BOLD**

December

5-7 25 Hour Endurance Race, Thunderhill, Willows, CA

13 ELCC Holiday Party, West Seattle, 6pm

January

6 Officer's Meeting Wedgwood Alehouse, Seattle, 7pm

February

24 Hours of Daytona - Florida
Lotus Elite Brunch, Newport Beach, CA, 949-497-3443

March

ELCC Kart Racing at SyKart, Tukwila, WA

April

ELCC Visit to the SOVREN Defrost Kickoff Races, Pacific Raceways - Kent, WA

May

20-23 West Coast Lotus Meet, Lake Tahoe

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

Special thanks go to all the guest speakers at the Racers from the 60s event in October, especially to Myles and Retta Winbigler for hosting, and donating costs for the lunch. Beside tales from Myles, the other speakers were Bob Bentler, Pete and Nevele Lovely, Fred McDonald, and Cary Tolman. The event was well attended, and every one was hanging on every word of each story. Fabulous insights into our local, and some international Lotus, racing history. Thanks again to guests and audience.

Too thanks for all who brought photos to the meeting for the Photo Calendar voting. We had four surfaces covered and a collection that looked great when voting was done. Now Editor Alan Perry will do his magic and Jim Taylor his production perseverance will get the job done. Thanks to both for their continued efforts.

Saturday Night, December 13, starting at 6:00pm bring your wrapped Gift Exchange gift, and your food contribution, to the Conti's house for the Annual Holiday Party. We'll have food, we'll have fun, we'll see who puts a full body press on someone else to "steal" that desirable gift. And hang around late sipping whiskey as per Perry Ferry Waiting tradition.

Member's Notes Compiled from members

Submit your notes to the Chairman or the Editor.

RICH BOYD reports stationary progress on his Elan Restoration. Some parts to some shops, other parts awaiting decisions, but slow progress nonetheless.

DAVE BILLINGS emailed, the bedroom suite remodel is nearing completion and so hopes to get back to work on his Elan.

BILL RABEL's Esprit was stolen from his condo in Seattle. About a week after he reported it, it was recovered. It sounds like damage was limited to the ignition switch and wear-and-tear.

CHUCK CONTI has decided to rebuild the bottom end of his Elan's Twin Cam that ceased to function during the Portland Track day in September.

ANDRE SAMSON sold the Gallagher Autocross car he had bought from one-owner Jim Gallagher, to Ira Emus of

January we will be visiting Dennison International, hosted by Gerry Foley. Feb we're working on having a movie night somewhere. March, perhaps some Karting, and April the racing season starts again. Stay tuned via the newsletter and or the web site.

This is my last column as Chair. I took the job as a self-challenge, and to force myself to make cold calls for events. Though I fell short on some personal leadership goals, what I enjoyed most, was seeing members truly enjoying themselves at the events we as a club put together. Thanks to all who hosted and helped, and all who shared their enthusiasm with me. The new Chair will be announced at the Annual Holiday Party.

And mostly I thank Dave Billings for guiding the club funds, Jim Taylor for keeping the club history and corraling Membership, and Alan Perry for doing such an outstanding job on *Lotus Lines*. I would not have wanted to do my job, without their help.

Andre

Oxnard, CA. Ira helped Jim with the car in the 1970s and will be the best owner to carry on the car's tradition of tinkering and development.

ALAN PERRY has been jet setting around the North America co-driving in various rallies. Since the beginning of September, he has run in three SCCA ClubRallies (regional) and two Canadian National rallies. With Ross Foster, he had an overall win in a Cascade Autosport-prepared Evo VIII at the Mt. Hood Rally in Oregon. He also helped Scott Comens secure the Canadian P3 Championship.

ALAN PERRY and ANDRE SAMSON joined Golden Gate Lotus Club guy Kiyoshi Hamai and others for a couple of sessions karting at Sykarts on the Friday after Thanksgiving. Andre was significantly faster than anyone else.


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Photos From 'Racing In The Sixties' by David Caley



Elise In The News by Alan Perry

Since the last newsletter, most of the major automotive press have run stories on the new US-bound, Toyota-powered Elise.

The first to appear was a cover story in *Road&Track* by Sam Mitani. It answered a number of questions left open in the last newsletter, but it also had enough factual inaccuracies that might cause some to question the author's credibility.

Road&Track reports engine figures like 190bhp at 7800 rpm, 133 lb-ft at 6800 rpm, and a 8350 rpm redline (with a limiter). The variable valve timing kicks in at 6000 rpm. Lotus claims a 0-60 time of 4.9s and 0-100 of 12.6s and a top speed of 141 mph.

Lotus reportedly remapped the ECU to improve mid-range response as well as redesigned the intake and exhaust. They also report a twin oil-cooler system will be used in the car. Gear ratios in the six-speed gearbox reportedly remain the same as in Toyota's application of the gearbox. Lotus appears on the valve cover.

The exhaust will apparently return to the twin, center exhaust tip arrangement, like on the Mk 1 Elise, however, it will be lower, exiting through the rear diffuser.

The car will use Yokohama tires specifically designed for the car, which, given the problems that I have had finding the "specifically designed for the Elise" tires for my Mk 1 Elise, may or may not be a good thing. Anyway, the reports indicate 16x5.5 wheels (175/55 tires) on the front and 17x7.5 wheels (225/45 tires) on the rear.

Road&Track and others had access to the prototype and had the standard good things to say about the car.

Other publications, including *Car&Driver* and *European Car*, have published similar stories, without the front cover feature, but also without the factual errors that the *Road&Track* piece had.

And they all seem to say that the new Elise is the best Elise yet.

Unfortunately, I am still scared about the weight of the new Elise. The stories often refer to the new car as being only 14% heavier and having 60% more power. However, there is more to a car than power-to-weight ratio. Besides, that 14% figure is apparently relative to one of the newer, more bloated cars because the often-mentioned weight of the new Elise, often quoted as approximately 1975, is close to 25% heavier than my early Mk 1 car. I wonder how the new Elise compares to a Sport 190.

Part of this weight increase comes from the new driveline. The Toyota engine and gearbox is reportedly much heavier than the Rover units. The US Elise will also have airbag (which actually don't add much weight), anti-lock brakes (also probably not much additional weight) and air conditioning.

Despite the weight increases, the reports indicate that the car's balance is as good as the original Elise.

Looking at the chassis photo that appeared in *Road&Track*, the following was noted: The adhesive used to bond the aluminum extrusions together is now red, instead of the blue/green stuff used on the early cars. The pick-up point for the upper damper (shock absorber) mounting is much more robust than on the early cars. The aluminum extrusion that forms the sill now has a section cut out of it, maybe a quarter to a third of the height of the sill, to increase the size of the door opening

The official unveiling of the US Elise is reportedly going to be at the Los Angeles Auto Show next month. If you have the time and are interested in the car, you may want to check it out. LA isn't that far away.

Hope you guys aren't getting sick of Elise news, because there will be a lot more in the months to come.

