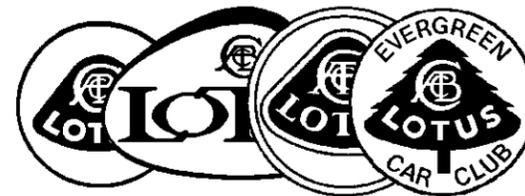




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 April 2005

Lotus To Be Featured at the ABFM

This year's Western Washington All-British Field Meet will include a salute to Lotus (as well as Aston Martin). The actual Field Meet will be on the grounds of Bellevue Community College on Saturday, 23 July. There will also be a cocktail party for entrants on the evening before the meet at Park Place Motors in Bellevue.

This is one of the club's long-standing annual events, so I am sure that you were planning on attending anyway. However, just in case that restoration of your car was not going to be done by the end of July, this should encourage you to push up your schedule. We can't have those Aston Martin owners make us look bad, can we?

ELCC Spring Sprints

What: 4th Annual ELCC Spring Sprints
 When: Saturday, March 26th, 11:30am **NEW TIME - NEW TIME - NEW TIME - NEW TIME - NEW TIME**
 Where: SyKart, 17450 West Valley Hwy., Tukwila, WA
 Phone: 425-251-5060

Wasn't this announcement in last month's newsletter? This is a second reminder for the Annual ELCC Sprint Sprints at SyKart, indoor karting track.

General suggestions are to bring your own helmet if you can, or plan on spending \$2 for a helmet liner (or bring the one you bought last year). Also, you may recall how cold it can be, so gloves are recommended if only to keep your fingers from freezing, and you might want to make sure you've got a warm coat. Don't forget long pants and close-toed shoes.

If we get over 10 people, we'll get our 10 minute sessions for \$14 each, rather than the usual \$16. We'll also get free memberships for those who need them, assuming we have at least 6 drivers. For additional information, contact me at elcc@bil-coh.com or 206-241-2116.

Directions are in the March newsletter.

Showroom and Shop Tour of Park Place

What: Showroom and Shop Tour at Park Place Motors
 When: Sunday, April 10th 10:30am
 Where: Park Place Motors, 13710 Northup Way (NE 20th), Bellevue, WA
 Contact: Sean Lane, lotustype82@yahoo.com, 206-686-SEAN(7326).

Come join your fellow club members at our local Bellevue Lotus dealer for a showroom and shop tour. Park Place always has a varied inventory of rare cars both new and classic; the projects in the shop will likely be even more interesting. They will have one of their technicians on hand to talk about the mechanics the new Elise and some of their current service projects. Incidentally, an original Type 23 will be on display that may have been driven by someone famous, perhaps Jim Clark or Stirling Moss?

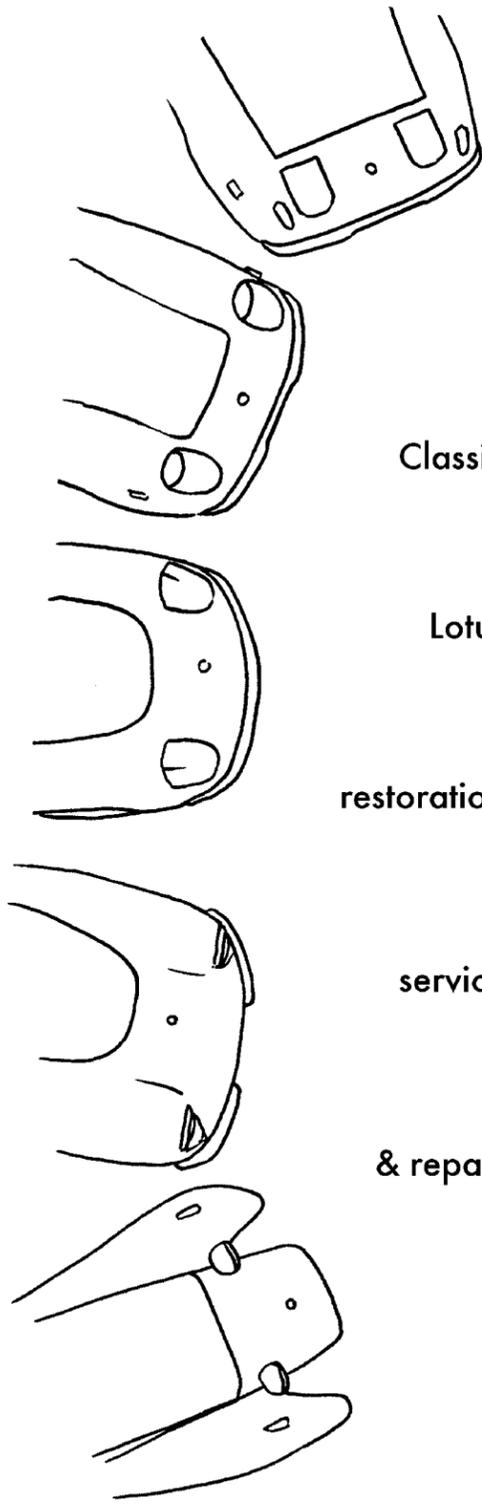
But wait, there's more... a continental breakfast will also be provided by Park Place! And plus, while your there you can pick up your copy of the "Best of British: Lotus" DVD that was a big hit at last month's movie night. Pick up your wife one of those Lotus teddy bears and I bet she'll forgive you for not mowing the lawn that morning.

Anyway... how about you get in your car (Lotus, if it's running) and pop on over to Bellevue for what is sure to be a fun time.

Directions:

- From I-5 or I-405, take Hwy 520 Eastbound towards Redmond.
- Take the 124th Street exit, the first exit after I-405.
- At the traffic signal at the end of the exit ramp, turn Left onto Northup Way.
- Proceed East on Northup Way through three traffic signals.
- 13710 Northup Way is on the Left, across from Bellevue BMW.





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Editor's Note

No theme to my column this month. Still waiting for someone to offer to let me drive their Esprit S2 to see if it is still as good as I remember (or discover that I have been spoiled by modern machinery!).

Speaking of modern machinery, John Schneeman drove my Elise S1 and Roger's US spec Elise back-to-back at Movie Night. He said that Roger's car was "tight". Thinking about it, I am not sure what sense he was referring to. My car is 8 years old and has 34000 km on it and Roger's car is basically new. I guess I had better get new suspension bushings before I set up the Elise comparison test at a Pacific Raceways track day that I was planning in the coming months.

I bought a new rally car. I was going to buy a Sunbeam Talbot-Lotus, but buying cars from the UK remotely is a pain, so I bought a TR7 instead. There was a works TR7 rally team and I owned a bunch of TR7s in the 80s and they are cheap (picked up the bare car for \$900) and relatively plentiful.

What else? The early entry deadline for the West Coast Lotus Meet in May in Lake Tahoe has been extended until 31 March. Golden Gate sent me a bunch of stuff to put in the newsletter advertising the event, but I just did not have room. If only I so much material every month.

Finally, Mark Clear has vounteered to take over webmaster responsibilities from Andre Samson, who had been serving as interim webmaster. Thanks to Mark and Andre.

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
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<http://www.elcc.org>

The ELCC officers are elected bi-annually and those officers are currently:

Chairman:	Tom Miller	(206)783-9716
	labtrm@vmmc.org	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2116
	dave@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

Book Review - Lotus Esprit Turbo

This book with that title is a large, coffee table format book that was written by John Simister and the US version was published in 1989. There is also a UK version with a different cover and a German version (same cover as the UK version, but with German text).

This is one of my favorite Lotus books. When I got my copy, it was in the bargain bin at most large chain bookstores, so it was inexpensive. And, even though it is only 64 pages long, it is crammed full of information and great photos.

The book emphasizes the Stevens bodystyle Esprit. Sure, it has the obligatory history of Lotus and Chapman and the

other road cars and the development of the Guigliaro Esprits, but the majority of the book describes the production process in place around 1988 and an extended road test of the car.

The book makes some common mistakes when telling the history of Lotus, contradicts itself in a few places and contains facts that I have never been able to confirm elsewhere. Also, since it was written in the late 80s, some of its predictions about future models and sales (M100 Elan sales, in particular) have been shown to be a bit optimistic.

If you are into Esprits, I recommend this book.

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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 want the ad to be removed.

For Sale: Utility Trailer For Sale: 3000# GVW, single axle, electric brakes, spare tire. Box is 6 ft wide, 14 feet long and 4 ft high. Wooden ramps, tie downs and "come-a-long" and soft vinyl top used to transport Lotus Seven, Elite, Europa, Elan. \$1200 davidcaley@centurytel.net (360) 297-4362.

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

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: 1974 Lotus Elite, original owner, only 18,439 miles; 4 passenger. Lifetime in heated storage, engine pickled, air conditioned, 5 speed, am-fm tape, interior near perfect, body perfect - no dings, paint good - Marina Blue. All manuals. \$7000.00. Chuck Stacy, 253-639-3971.

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

For Sale: 1967 Europa Series 1a. Perhaps the finest original example left in existence. This two owner car was used by Lotus for the 1967 Auto Show circuit and was sold off the floor at the LA Auto Show that year. It has won several awards and is in excellent condition. At less than 1400lbs the

Series 1a is even more pure and light in the Chapman tradition than the later, more common and heavier S2. The car is garaged in Bellevue. For more information go to: <http://www.galos.net/mike/CarsForSale>.

For Sale: 1991 Elan (M100). Around 1990 General Motors bought Lotus and challenged them to produce an open sports car that could advance the state of the art and yet be practical, a car that would be faster point-to-point than any other car on the market. Lotus spent scads of GM's money and succeeded with the M100 Elan. Of course, in typical Lotus tradition, they lost money on every one sold and GM pulled the plug on the US market Elan after less than a year. This car has been an amazingly reliable daily driver from the time I bought it until my Elise replaced it. It has less than 39,000 miles and is in very good shape. The car is in Bellevue and can be seen at: <http://www.galos.net/mike/CarsForSale>.

For Sale: Lotus 18/21 F1 car. S/N 918 - 1961 UDT Laystall. FIA papers/ Historic Lotus Register. Very good condition. Fresh FPF 1.5 L engine by Stuart Rolt. HD5 gearbox with full set of spare internals. Drivers have included Stirling Moss, Maurice Trintignant, Graham Hill, Masten Gregory. Last outings were Goodwood Revival 2000, Isle of Man Three Hills and Silverstone (HSCC). The car has been parked the last two+ years. Located in Bellevue WA. There is a substantial collection of photos and history, should you be interested. Note that the car does not have it's original body or tubes (it's on it's third set). Tim Towey. 425-454-0610. timtowey@comcast.net.

Wanted: Used Minilite-style wheels. 13"x6". 4x3-3/4" bolt pattern. 25mm offset. Alan Perry, 206-855-9464, alanp@snowmoose.com.

Movie Night 2005 by Tom Miller, Photos by David Caley

Movie night 2005 and warm sunny weather were quite a success in motivating people to show up in a Lotus. I remember the last time we had a movie night only one Lotus appeared. This time I believe there were eight and they were led by Roger Croshaw's new Elise. Roger was our host for this event and kindly let us use his home. The Elise gathered much attention as everyone wanted a look, a sit, a ride, and Roger answered many questions. No one could answer my question about why the right rear side of the windshield mirror has ribs and the left side does not. All in all it's a beautiful car and it should reinvigorate interest in Lotus cars in the U.S. and solidify the company's reputation. Hopefully we will see more of these on the roads and in our club so expect new members to be driving new cars in the future.

Roger was not the only Lotus owner present however. Alan Perry showed up in his Elise S1, John Schneeman in his 23 and Sean Lane in his beautiful Esprit. Randall (he doesn't need a last name, he's like Ichiro or The Rock) came in his fantastic, white Europa and Chuck Conti was a late show in his recently restored Elan. I'll count Roger's other Lotus, a Europa, and there was one more but, forgive me, I can't remember what it was.

Event Calendar

ELCC events are listed in **BOLD**

March

26 Annual 'Andre Beats Us All At Karting' Session, Sykart, Tukwila

April

10 ELCC Tour of Park Place, Bellevue

15-16 SOVREN Defrost Kickoff, Pacific Raceways

17 NWARC Lapping Day, Pacific Raceways

17 BSCC Autocross #2, Bremerton

17 SCCA Solo II #1, Yakima

22 TC Driving School, Portland Intl Raceway

May

15 NWARC Lapping Day, Bremerton

15 SCCA Solo II #2, Packwood

14-15 SOVREN Spring Sprints, Pacific Raceways

18-29 Run To The Gorge, Hood River, OR

29 SCCA Solo II #3, Bremerton

30 BSCC Autocross #3, Bremerton

June

2-5 West Coast Lotus Meet, Lake Tahoe, CA

5 BMWCCA High-Performance Driving School, Pacific Raceways

12 BSCC Autocross #4, Bremerton

15 NWARC Lapping Day, Pacific Raceways

19 SCCA Solo II #4, Packwood

South Of Olympia Tour III

July

1-3 SOVREN Pacific Northwest Historics, Pacific Raceways

3 BSCC Autocross #5, Bremerton

After it got too dark to hang outside we all went in and had pizza. My career as an estimator is in peril as I brought along 2-3 more pizzas than we needed. So after scarfing as much pizza as possible we waddled up to Roger's great TV room or, more accurately, home theater. As for the movies, a lot of people brought their personal favorites. I enjoyed them all. I brought the Italian Job for the final chase scene but it just didn't impress me like it did when I was 15 or so.

So that's it. We came, we ate, we watched, we left. It was a good time and I'm proud of the Lotus turnout the club provided. Plan on coming next year!

Editor's Note: According to Nick Adams at Lotus Cars:

"The mirror is simply a standard 'off the shelf' unit we get from one of our suppliers, chosen believe it or not as it was the smallest (!) and lightest legally compliant unit available to us at the time. I don't know why it has the details you mention. Certainly they serve no useful function from our point of view. Someone once told me that it allowed for fitting a garage door opener of some description, but I don't see how or why such a shape should make that any easier!"

"Sorry I can't illuminate the mystery. Should you find a reason, let me know!"

10 BMWCCA High-Performance Driving School, Pacific Raceways

23 All British Field Meet, Bellevue Community College, Bellevue

29-31 ALMS Race, Portland Intl Raceway

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.icscc.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

I was looking through the club's member roster the other day and I saw Fred McDonald's name and the very impressive list of cars underneath it. 8 Lotus cars with 5 being Elans. Are they all running? Why so many? What does he do with them? Now I've seen Fred at the Historics with his 23 so I knew he was still racing them and I've seen him at Autosport in one of his road Elans so I knew at least one of those were running. We're not just talking a pile of pieces here. I decided to give Fred a call.

My first question after introducing myself was, "Why so many?". Why not! was Fred's reply. If you've got an Elan for the road you need another if it breaks down or needs repair. If you've got a race car you need another for the same reason. Flawless logic but 5 Elans? Well, he said one for the road plus a spare. One for the track, a 26R, plus a spare 26R (that one still in boxes) and the 5th well, I never got a straight answer on that one as we kept shifting from subject to subject. If I recall he said 3 street Elans, 1 coupe and 2 convertibles. His 26R is almost finished with the restoration and he'll drive it on the street for a while to get the bugs out. A lot cheaper than trying to do it at a race track.

Now his 23 is and has been running. He acquired it 15 years ago and splits his race time between that and his 51. Fred races, restores cars, fabricates parts and who knows what else? It sounds like a full time job. I asked if he was retired and he said yes, he used to be an engineer. I thought that doesn't sound like retirement but more like working for free. So I asked Fred how much time he spends working in his garage and he said if you keep track of time you must not be enjoying it. Point taken.

The Membership Report by Jim Taylor, Membership Secretary

The membership renewals have now slowed, so it is time for the yearly membership report. We have 79 members currently, with 4 new members just this year. There are 23 members that have not sent in their dues yet, you know who you are! I will be sending out a gentle reminder soon...

Also, the calendar continues to be a popular item with the members. Most of the members have email and check it regularly as well. I will be starting work on the 2005 roster in a few weeks and hope to have it mailed out in early April. If you have any suggested changes, please let me know.


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So Fred, is it a sickness or a hobby? You know, the number of cars? Well, Fred says, he's always been interested in Lotus. In the 1970's he started acquiring things and it grew from there. Like when he wanted some 26R wheels. He went to the guy's house and decided to buy a few parts and then a few more parts and then a few more parts and when they added it all up the seller decided Fred should have the whole car. Fred says it can be looked at as a quest for the ideal Lotus, whatever that is at the time you decide to define it. And as you go on your quest, your journey, you obtain things, cars, parts, and then the quest transmutes and you're on to something else. "I have a problem getting rid of things" said Fred. I asked him about his stock of spares but he slyly misdirected me into another area. Maybe I can report later on this if I ever get to see his hoard.

When asked, Fred said he attends many events the club holds. "Really!" I said, "but I've never seen you at my South Of Olympia Tour or any other recreational drive. Well maybe not too many driving events, he said, I need to fix cars you know. I do know Fred loves the tech. sessions as do most of our members and, what the heck, you can't do everything.

My final question was which car Fred liked best. He wouldn't commit and said it depended on his mood and what was going on with the car at the time. He likes them all or he wouldn't have bought them in the first place. I guess that was an obvious answer to the kind of stupid question you can get only in this column. Stay tuned for more of the same.

Thanks, Tom

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How to Buy a Lotus Seven by Don Christopher

I joined the ELCC three years ago looking for help in my search for a Lotus Seven. I was not disappointed. Beginning with then Chairman Andre Samson, I received invitations, advice and test drives from many club members, most notably Steve Shipley, Alice Larson, Ralph Neil, Randall Fehr, and David and Virginia Caley. It only took two years of searching, but I finally ended up buying LSB2096, David Caley's impressively original 1966 Series 2. It even came with a BBQ lunch, two afternoons of personal tutorials on the care-and-maintenance of a Lotus Seven (rumor has it they need a lot of it), and delivery to my driveway.

LSB2096 has an interesting history:

- o It shipped from the Chestnut factory on 31 Dec 1965, which makes it one of the last cars to be built in that factory and only a few weeks younger than me. The factory records show that it was shipped with all the available options, including a heater and wooden steering wheel.
- o With bright-green fiberglass front wings and rear mudguards, and bare aluminum body, it arrived at a dealership in Millerton, NY. It was then sold to a school teacher in Memphis, TN who drove for only a year or two and no more than 600 miles. It was then consigned to Ed Zink who owned a successful Formula Vee race shop in Knoxville, TN and may have also been the local Lotus dealer (any ELCC members know?).
- o In 1967 or 1968, the Seven was purchased by amateur racer Charles Cox who added it to his collection of other racecars at his home in North Carolina. Cox owned it for the next quarter century during which he drove it less than 6000 miles. The Seven regularly sat undriven for long periods of time. In the mid-1980s he licensed it in Florida where he had a second home and business. In mid-1994, Cox consigned the Seven to a broker friend in Orlando.
- o It was then bought sight-unseen by Jim Duncan of Cambria, CA who added it to the stable of cars at his fledgling classic car rental company "Cars with Character". LSB2096 was still very original – perhaps the

only one left in the world with its original Ford 105E engine - but had not been serviced in any serious way for almost three decades. As shown in Photo 1, it was sporting black Series 3 rear mudguards and wide Panasport wheels (the originals were fortunately retained), had quite a few dents and cracks, and lots of black goop sealing the engine bay from the cockpit. Most of the rubber was rotted and the car was just plain filthy. Jim remounted the original rear mudguards, Elan wheels, and Dunlop tires and started what would be a year of repairs, some of which were done well and some of which were not. No one ever rented the Seven. But Duncan did drive it up the California coast to the Lotus-Featured 1995 Monterey Historics at Laguna Seca and did a lap around the track (see photo 2). The Laguna Seca trip was chronicled in a Club Elite article by Dennis Ortenburger, and Duncan and LSB2096 can be seen in a video of the 1995 Historics published by the GGLC. Within months, Duncan started liquidating his business and advertised LSB2096 in the classified section of *Lotus reMarque*.

- o As described in articles on the ELCC web page, David and Virginia Caley then bought the Seven and, with Randall Fehr, undertook a two-year high-caliber refreshing. David rebuilt the engine while Randall took care of the suspension, aluminum, fiberglass, and other components. Great care was taken to maintain the car's originality. David and Virginia then enjoyed a series of tours and meets in MI, GA, OR, WA, and BC, where they won several awards.
- o In 2004, LSB2096 traveled from Indianola to my driveway near Mill Creek (see photo 3). Almost forty years of age and still less than 13000 miles on the odometer with David putting about half the miles during his 8-year ownership, including a 1200-mile drive around Lake Michigan.

I've since spoken to and exchanged information with Jim Duncan and Charles Cox. Unfortunately, the school teacher's name is long forgotten and no pre-1994 photographs can be found. But both former owners were happy to hear LSB2096 was still being driven and very impressed with its condition.



Photo 1 - Cars with Character



Photo 2 - 1995 Monterey Historics

New Lotus Seven-like Kit Car Available

In the latest Racer Parts Wholesale catalog:

The TRV Super Seven

This ultimate kit car is based on the proven Super Seven design, utilizing NASCAR construction techniques and a virtually indestructible drivetrain. Donor parts are all from domestic U.S. cars, making assembly a snap. Take this car out every weekend, drive it hard and go surprisingly fast with minimal maintenance. Purchase this as a kit or as a complete, ready-to-drive Chevrolet V-8-powered track-day car at an amazingly low price. Please visit www.racer-partswholesale.com for more information.



Photo 3 - Mill Creek

Lotus Elan Appears In New Music Video

For those of you who collect every appearance of a Lotus or Elan on video, the Brooklyn-based band They Might Be Giants include a brief segment featuring a pair of Lotus Elans (mirror images of the same car) in a music video for a song from their new CD and DVD. The song is titled *QU* and appears on their *Here Come the ABCs* CD and DVD. It is a kid-oriented work, based around the letters of the alphabet. The *QU* video portrays the letters "Q" and "U" as friends who pal around together, including sitting in a pair of Elans.



One Elan was used in the video and it is owned by the band's manager Jamie Kitman, who, it turns out, is a serious car guy. He writes columns for *Automobile Magazine* and *CAR Magazine*. Kitman also owns a Mark II Lotus Cortina. And not just any Cortina; it is one that Chapman gave to the Ford Motor Company and was part of the Lotus factory collection until the factory auctioned off the collection.

How did the They Might Be Giants end up using the Elan in the video? Kitman explained "[the band] basically art directed the entire *Here Comes the ABCs* package and wanted to use a car in it, so they asked me what I had that was open topped and small. The Elan -- one of my favorites and the car I've owned longest (20 years) -- was my choice. I brought it to Prospect Park in Brooklyn, NY, one hot summer afternoon, where they spent all of ten minutes shooting it. They doubled the image in post-production."

Here Comes the ABCs is available in stores now. Information on They Might Be Giants can be found at <http://www.tmbg.com>.



The Exige, not available in the US, not described in this newsletter