



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



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 March 2005

## New Managing Director for Lotus Cars

LOTUS PR

The Board of Directors of Lotus Cars Ltd is pleased to announce the appointment of Clive Dopson as Managing Director of its sports car division.

Clive has held the position of Manufacturing Director since 2000 and will take on the new role of Managing Director overseeing both the manufacturing and the commercial sides of the business. The appointment is effective immediately and is part of a restructuring process at Lotus.

Kim Ogaard-Nielsen, Chief Executive Officer for Group Lotus explains the appointment: "Clive has done a superb job as Manufacturing Director since 2000, both increasing the production volumes to the current record levels and ensuring that the finished cars are built to the highest quality ever to come out of Hethel. Clive, in his new role of

Managing Director, is the right person to lead the business forward."



Clive Dopson is looking forward to the additional responsibility: "We are currently building nearly 5000 cars a year but in the next few years we will be increasing this figure with the addition of a new range of vehicles including a new mid-engine supercar. I am proud of what we have achieved so far but we have much more work to do to prepare the market for the next generation of Lotus cars."

## New Esprit? New M250?

Several magazines have been reporting on Lotus' plans for the future, including some spy shots of a new car that appeared in *AutoWeek*, among other places. (*AutoWeek* fulfilled a tradition by misquoting the UK magazine that it got some of its facts from.) According to the rumors, several prototypes have been built and some of them have gone through crash-testing.

The most interesting detail among the rumors is that the car will be a front-engined, 2+2 coupe. The rumors have the pricing between GBP 30,000 and 50,000 with a target market between the Elise and the upcoming new Esprit. One rumor has pricing for the new Esprit in the neighborhood of GBP 75,000. They also say that Lotus is targeting to build 10,000 cars per year.

## ELCC Spring Sprints

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

It's time once again to begin preparations for the summer driving season with a trip to SyKart for some fume-soaked racing fun. Just like last year, we'll be hitting the track when it first opens for a few sessions.

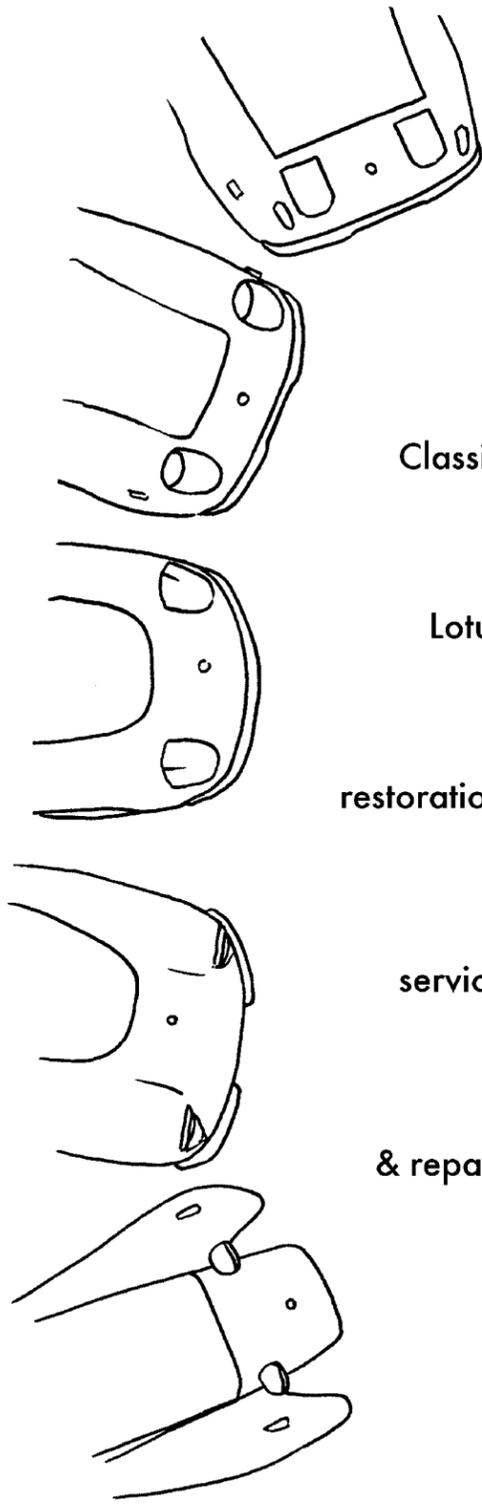
Details are below, but general suggestions are to bring your own helmet if you can, or plan on spending \$2 for a helmet liner (or bring the one you bought last year). Also, you may recall how cold it can be, so gloves are recommended if only to keep your fingers from freezing, and you might want to 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](mailto:elcc@bil-coh.com) or 206-241-2116.

Directions:

- From I-405 near Southcenter, exit onto West Valley Highway, heading South.
- 17450 is on the Left, about one mile South. SyKart is just North of South 180th Street, next to the Oak Barn (on East side of street) and across from the Green River.





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### Editor's Note

With nothing else to write about, I'll write about my new fear. I sold my Esprit S2 to make room for the Elise that I bought in 1999. The Esprit S2 is the car that got me into Lotus and, as I noted in another newsletter, the Esprit is the only car that I have regretted selling.

Recently, I had thoughts of buying another Esprit S2. But now I am afraid to drive one, let alone buy another one.

Why?

A few years ago, I bought a Mazda 323GTX. This is a rally homologation special that was imported in 1988-89. It is a 323 hatchback with AWD and a turbo-charged engine. It was a revelation when I bought. It was a fun, fast car. I loved it.

Over the summer, the Mazda was down getting the engine rebuilt and I bought a VW R32, an AWD Golf with a 3.2L V6 engine. The GTX and the R32 are the only high-performance, AWD hatchbacks ever sold in the US.

I got the Mazda back on the road and discovered that driving the R32 has made me very aware of the faults of the GTX and now I don't really like to drive the GTX anymore.

Now, after my experience with the Mazda, after driving an Elise for five years, I am wondering what it will be like to drive an Esprit again. I am afraid that I am not gonna like it.

Do I drive one and risk spoiling my good memories of the car or not drive one and not risk it. What do I do?

*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:	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 - Talbot Sunbeam-Lotus

This book is from prolific automotive writer Graham Robson. Written in 1984, it is a short history of the short history of the Talbot Sunbeam-Lotus (Type 81).

The Sunbeam-Lotus was similar to the Lotus Cortina, a base model car with a Lotus engine and other Lotus input into its specification. The base model car in this case was a Chrysler Sunbeam. (Chrysler? I'll get to that.) The Sunbeam was a rear-wheel drive hatchback with a bodysheet that was visually similar to the Dodge Omni. Chrysler went to Lotus because they needed a more powerful engine to go rallying with and, with the collapse of Jensen-Healey, Lotus had excess capacity for building 907 engines. For homologation purposes, a certain number of road-going examples had to be

built, but by the time that they went on sale, Chrysler UK was sold to Peugeot and the car was rebadged as a Talbot. The car won the World Rally Championship in 1981 and was the last two-wheel-drive car to win the RAC Rally.

The book has a pretty good history of the chain of events that lead to the car being built and the ups and downs of the works rally efforts. Unfortunately, it is lacking in technical details about the car.

Since the book was written in 1984, it missed out on the eventual fates of the parties involved. It was sad reading about the success of driver Henri Toivonen, knowing that he would be killed two years after the book was written driving a Lancia Group B rally car.

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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](mailto: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](mailto: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](mailto:timtowey@comcast.net).

## WCLM Registration Opens Golden Gate Lotus Club

The Golden Gate Lotus Club in conjunction with Evergreen Lotus Car Club, Lotus Owners of Phoenix, Club Elite, Club111 and other western US Lotus clubs is pleased to announce the 2005 West Coast Lotus Meet (WCLM) to be held at Lake Tahoe June 2-5, 2005.

Track: Reno-Fernley Raceway (Fernley, NV)  
Hotel: Granlibakken Resort, Tahoe City, CA  
Chairmen: Joel Lipkin & Mel Boss  
WCLM Website: [www.gglotus.org/wclm05](http://www.gglotus.org/wclm05)

The 2005 WCLM will begin Thursday evening with event registration followed by a cocktail hour and an opening dinner at the historic Granlibakken Resort.

Friday will start off bright and early for those participating in the optional WCLM Lotus Track Day at the Reno-Fernley Raceway (optional event - separate entry fee).

If you decide to sleep in on Friday, you can join the WCLM Tahoe Tour. This informal driving tour will take advantage of some of the local twisty, scenic roads and will give you a

chance to really enjoy the beauty of the Tahoe region and the Sierras.

Friday ends with a wonderful casual cocktail hour at the Granlibakken. This will also be the final time for participants to check-in for the WCLM.

Saturday, June 4th opens with a fun drive to the WCLM Autocross site at the Lake Tahoe Airport. Late in the day, we will gather at the

Granlibakken and caravan to the National Auto Museum located in downtown Reno. The WCLM will have private use of the Museum for an evening that includes cocktails and gala dinner buffet.

The final day of the WCLM, Sunday, June 5th, will feature the WCLM Concours. Set in the scenic Sierras, this special display of Lotus cars will top off a wonderful 3 days of the Lotusing. The WCLM Concours will conclude with a catered luncheon and awards ceremony.

- 3 BSCC Autocross #5, Bremerton  
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.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>

## Event Calendar

ELCC events are listed in **BOLD**

### March

- 12 BMWCCA Novice Driving School, Bremerton  
18 NWARC Lapping Day, Bremerton  
19 BMWCCA Novice Driving School, Pacific Raceways  
20 BSCC Autocross #1, Bremerton  
26 **Annual 'Andre Beats Us All At Karting' Session, Sykart, Tukwila**

### April

- 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**

## From The Chair

Greetings Club Members:

I know this is a little late to be a "Welcome to 2005" column but I am writing it in the middle of February. I'm going to make this column mercifully short for one simple reason. This is going to reveal a little secret info from your fearless leader's closely guarded private life. I am rehabbing from a case of food poisoning so extreme I'm almost surprised to be standing here and I still haven't fully recovered. A word of advice, when your grocery checker looks up with a smile and asks "would you like debilitating food poisoning with that"? just say NO, like Nancy told us all a long time ago.

Now to get back to business. We've got a great year planned for the club and I'm going to give you the run down. This schedule comes from the highest levels of the newly elected officials of ELCC. They meet annually at a secret location each January to discuss great thoughts and ideas. Few notes are taken and even less is remembered, as it should be.

By the time you read this we all will have had a wonderful time at Roger Croshaw's February Movie Night. Thanks for coming. I want you all to look ahead to March because we will be karting with Dave Billings. I should say maybe because not many of these events are carved in stone, so you can never be too sure until you see it in the events calendar. Keep that in mind as you read on. April could see an event at

## Members Notes compiled from members

ALAN PERRY, co-driving for Doug Chernis in a Group N Subaru WRX, finished 10th overall at the Ramada Express International Rally, based out of Laughlin, NV. This was Doug's second rally. Alan finished the season 2nd in the Western States Open Class Co-driver Championship.

Alan will be co-driving for Doug (a long-time racer who put together a Mini road-racing series and wrenches at LeMans) in rallies down in California, Arizona and Nevada. He is also serving as Chair of the Western States Rally Championship and serving on the Rules Committee for Rally America, the sanctioning body that took over when SCCA dropped stage rally last year.

SEAN LANE, the guy who did the fantastic job on the 2005 ELCC Calendar, has apparently had some time freed up that

Park Place with a tour of their repair facilities and rolling stock including the Elise.

May will bring a shop tour and, because it's up to me, no plans have been made. June is a different matter. That is also up to me and I'm planning the next installment of Tom's South of Olympia Tour. Try it, most have liked it. What can I say about July besides Historics and the A.B.F.M? I'll be taking names for Historic Races tickets at every event I attend and Alan Perry was gracious enough to put his name down first to start the whole process at our January officers' meeting. Jim Taylor is helping plan the ABFM as I am writing this. August brings us the West Side drive with an angle. We're going to try and get as many Elises at this event as we can. If I find out you've got an Elise, I'm going to give you a call. September, we'll try to have a combination drive and photoshoot for next year's calendar. October is again up to me and consequently nothing is planned but expect a shop tour. I think we'll skip November unless some one has a great idea and slide right into the December Christmas party.

That's the year in a nutshell. I hope to see you often and remember, if you have an event you would like to see us do, please contact me.

Thanks, Tom

he had been spending working with his condo association. I see a possible newsletter editor or chairman in him. Hmmm, better not print this; it might scare him off.

DAVID CALEY sold his Elite. This was the last of his Lotuses to go. VIRGINIA and he are moving to a new place that do not have proper parking for cars such as the Elite, so he has reluctantly sold his cars. This Elite was literally completely disassembled (including the gearbox) when he bought it. RANDALL FEHR spent many, many hours doing a very, very nice restoration job on the car. The Elite is now part of a vintage car collection on the east coast.

David's Seven was bought by Club member DON CHRISTOPHER. I do not know who bought his Elan.

  
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## Holiday Party 2004 Photos by David Caley



## Notes From The Officer's Meeting

The Officer's Meeting was held on 11 January at the Wedgewood Ale House restaurant in Seattle. Tom Miller, Dave Billings, Andre Samson, Sean Lane, Tom Bingman and Alan Perry were present.

The Treasurer gave a report on the state of the finances of the Club. The short version is that the Club is doing OK. Look for a report from the Treasurer (as well as a Membership Secretary report) in the next newsletter.

The next item to be discussed was when should the newsletter be printed. The choices presented were 1-2 weeks preceding the each club event or on a fixed date every month. After some discussion, it was decided to go with a fixed date. The 15th of the month was selected as the newsletter deadline. It was also decided to try to produce 10 newsletters a year, combining the January-February and November-December issues.

The next topic of discussion was the ongoing topic of whether the Club will become affiliated with Lotus Ltd. The sentiment ranged from indifference to opposition. Then someone mentioned the liability insurance. If something bad should happen on a Club outing, most of us have something to lose if we were sued as a club officer or event

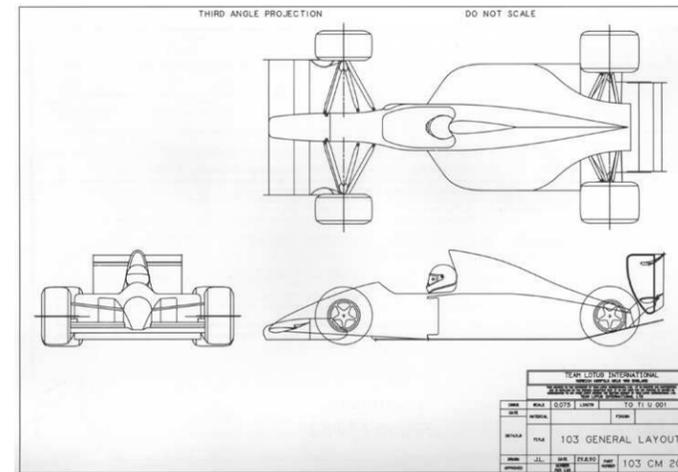
participant. It was suggested that becoming affiliated with Lotus Ltd. may be worth it for the insurance. A decision was made to look into alternate insurance source and see what it would cost to get similar insurance elsewhere.

The last topic discussed was filling in the event calendar for the year. Among the events discussed were taking a tour of the Nucor steel factory in West Seattle, taking a tour of Park Place, Movie Night, SyKart, Tom's South Of Olympia Tour, the ABFM, the SOVREN 4th of July Vintage Races, the Holiday Party (held at either the Billings' home or the Conti's home), a calendar photo shoot and a West Side Tour featuring Elises.

For those people who put cars in the corral at the 4th of July vintage races, things will change a bit. In the past, the Club would buy weekend packages that included the Corral pass and sell the Saturday and Sunday tickets separately at face value. However, this usually meant the Club got stuck with a bunch of Sunday tickets because most people attended on Saturday. This year, if you want to put your car in the Corral, you will need to purchase the full weekend package. Tom will be taking names for tickets at each Club event.

## So, What Was It And Why Was It Significant? by Alan Perry

In the October 2004 issue, *Lotus Lines* asked this question about the drawing below:



If you look closely, you will see that it is labelled as the Type 103. Why is that significant? Because the Type 103 appears in very few lists of Lotus assigned Type numbers.

## Interesting Lotus Items From eBay by Alan Perry

In the never ending battle to fill up newsletter space, I am trying out a new idea - interesting Lotus related items put up for auction on eBay. "Interesting" can mean something good or bad.

The first item is an Elise with wheels that seem to run counter to the whole idea of the Elise. Those wheels are not light. What is the point of buying a very light car and putting on such heavy wheels?

The next one is a 1983 Turbo Esprit with a period correct rear wing. Period correct if the car were a Lamborghini Countach. The styling of the Turbo Esprit had already been criticized for spoiling the clean lines of the S1 Esprit, so maybe someone might think that adding a huge wing was just as well. And Lotus has put worse wings on their cars ...



During the 1990 F1 season, Team Lotus was the company that Colin Chapman had established, run by the people who succeeded him after his death. Things were not going so well and, at the end of that season, things were winding down. Their primary sponsor announced that they were leaving. Their engine supplier announced they would do the same. One driver has almost been killed in a practice accident caused by a chassis failure.

They tried to find a way to continue on. Designer Frank Coppuck did some work on the design for the next year's car, the Type 103, and this drawing appeared in material sent to potential sponsors.

However, this was not to be. The team was acquired by a consortium headed by Peter Collins and continued on until that operation folded at the end of 1994.

The Peter Collins effort did not build the Type 103. Instead, they updated the 1990 season Type 102 to take a Judd engine and this evolution was called the 102B. It was used during the 1991 season and scored a handful of points through luck. The Type 103 just faded from memory.

The final one is a 1960 vintage Club Lotus badge. The seller claims that it is very rare and the fact that a bid of \$250 failed to meet the reserve price confirms that he believes that it is rare. Anyone have any more info on this item?

If you are looking through eBay (or anywhere else on the internet) and see something that you think should appear here, let me know.

All photos courtesy of eBay.

