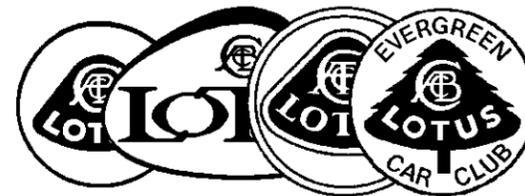




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 September 2005

Elise Gives Lotus Record Sales in U.S.

Lotus announced one-year sales of 2385 of the new Elise, a new record for U.S. annual sales for the company. This figure is almost 20% higher than expected.

Lotus also announced expansion of the dealership network to 45 locations with two more opening up soon.

"Lotus is back, without question" said John English, president and CEO of LCU. "But we couldn't have done it without the support of our dealers and the enthusiasm of our customers. We owe them great thanks." English added, "The Elise is true to the Lotus philosophy of 'performance through light weight' and the sales show that American enthusiasts appreciate a pure, undiluted sports car. We look forward to expanding our model line-up in the coming years to continue the momentum Elise has established."

West Side Drive

When: Saturday, September 24th, 2005 8:15am
 Where: Starting at Washington State Ferry terminal,
 Colman Dock, Pier 52, Seattle, WA
 Host: Alan Perry, 206-855-9464 (home), 206-499-5501 (cell)

This is annual drive on the other side of the Sound. It will actually start at the ferry terminal in downtown Seattle, with a 8:45am ferry ride to Bremerton. The hour-long trip goes around the south end of Bainbridge Island. There will be time to BS, enjoy the scenery and discuss the route. After exiting the ferry, we will proceed along the Bremerton waterfront to the gas fill-up point. The drive then starts on roads on the inside hook of the Hood Canal, west of Bremerton, north of Belfair.

The fare for the ferry is \$13.30 for a car and its driver in both directions. The fare for additional passengers is \$6.10, but only heading to Bremerton. Passengers are free heading back to Seattle. If enough people RSVP, I can get ticket coupon books that will reduce the fare to about \$9 for a car and about \$5 for passengers.

If you don't want to take the ferry, you can meet us at the gas fill-up point at around 10am.

Elise owners are particularly encouraged since we have yet to see a new Elise on a club drive.

Directions to Colman Dock:

From I-90 toward Seattle:

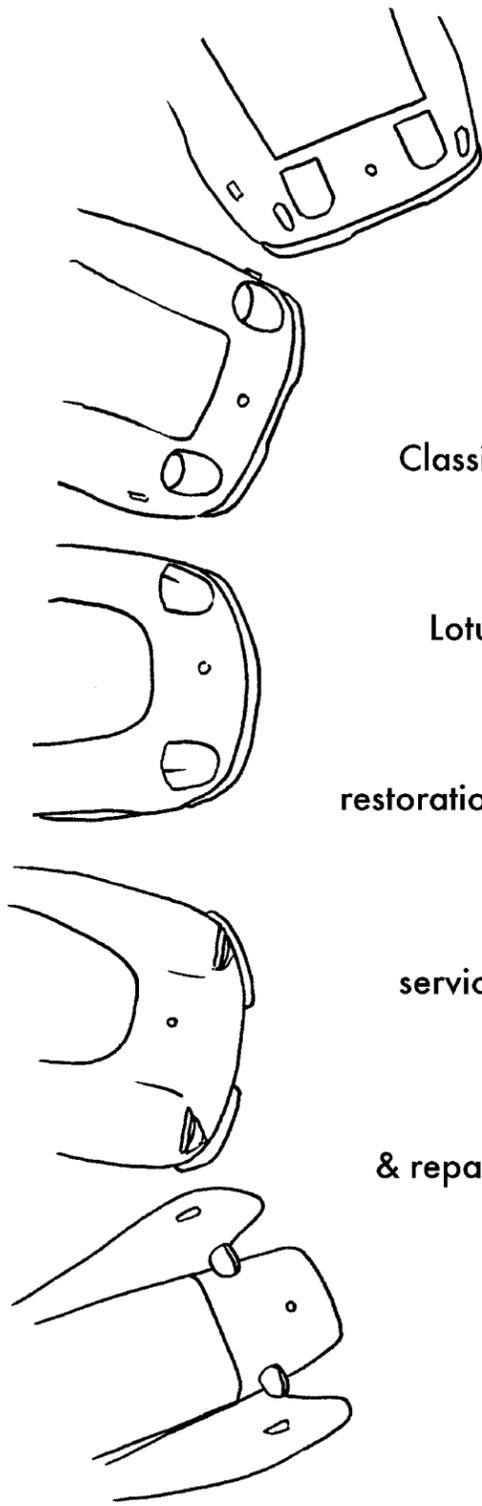
- Continue to the end of the freeway. The road will loop down to a traffic signal at Fourth Ave.
- Turn Right onto Fourth Ave.
- Turn Right onto Royal Brougham Ave.
- Go through traffic signals at Occidental Ave and First Ave.
- Turn Right onto Alaskan Way. Immediately before Alaskan Way, traffic in the right-hand lane must turn and drive under the viaduct. These lanes will eventually end at Alaskan Way. You can either drive under the viaduct or go straight to Alaskan Way to get to the ferry terminal.
- Get into the Left lane.
- Turn Left into the ferry terminal toll plaza.
- After paying the toll, pull into the queue for the Bremerton (not Bainbridge Island) ferry.

Directions to the gas fill-up point:

From Tacoma:

- Take Hwy 16 towards Bremerton.
- Stay on highway as it merges with and becomes Hwy 3. This happens as the road curves around a bay.
- Take the Auto Center Way/Loxie Eagans Blvd exit.
- Turn Left at the top of the exit ramp.
- Go through the first traffic signal and then make an immediate Right into the Union 76 gas station.





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Editor's Note

Yeah, OK, the newsletter is late. What else is new?

So, I have a dilemma about whether to print news of a Lotus-related incident. Something happened involving a Lotus.

However, after this news was mentioned in a discussion forum on the Internet, the owners of the forum were apparently approached by parties involved with the incident and, soon afterward, the item was removed from the forum.

From what I understand of the incident, perhaps it is in the interest of the greater good that news of the incident be eradicated. However, the whole thing strikes me as a bit Orwellian and has continued to bother me.

Another thing that bothers me is the *Consumer Reports* review of the Elise. I can understand that the car is not everyone's cup of tea, but the reviewer at *Consumer Reports* really had no clue who the target buyer of the car is. They seem to admit this themselves by calling it as an "upscale roadster".

They noted that the Elise has a very high level of grip and then complained that, at those limits, the car will likely spin if you lift off the throttle in mid-corner. Duh!

Then again, the reviewer had problems accidentally pressing the brake and accelerator at the same time. I have never had a problem with that in six years and I have EEE wide feet.

Of course, I am still trying to figure out why I expected more from them.

Lotus Lines is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the Chairman. Other Lotus clubs are welcome to use the material printed in *Lotus Lines*, provided that the ELCC, *Lotus Lines* and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

Membership in the ELCC is \$20/year, with the membership year starting in January, and is prorated in three month increments. Membership includes a club roster and a subscription to *Lotus Lines*.

Contact the Editor for business ads rates in *Lotus Lines*.

Contact ELCC at:

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P.O. Box 40481
Bellevue, WA 98015-4481
<http://www.elcc.org>

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

Chairman:	Tom Miller	(206)783-9716
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	dave@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

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Lotus Elan

You might have thought that I was lazy last month for reviewing a kid's book in this space. This month I am going to top that; I am reviewing a picture book.

Lotus Elan is part of the Osprey Classic Marques series and was, uh, written by Duncan Wherett. It is a soft cover book that was published in 1993.

Actually, it is not all pictures; there is a little bit of text in the book. Each section has introductory paragraphs and most of the pictures have an accompanying paragraph or two. While the book is not a comprehensive history of the Elan like some other books try to be, the author manages to put out a lot of information in this format.

Most, if not all, of the photos seem to be new for the book. The author found some very nice examples of each iteration of the Elan, including some of the more "unique" Elans, like



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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: 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 For Sale: Set of 4 Bridgestone Potenza S-03 Pole Position Performance Tires, size 205/50/17. Superb wet and dry handling. Used as summer tires for 6,000 miles. About 70% tread left. \$400 or \$300 to an ELCC member. Contact Sean Lane @ lotustype82@yahoo.com or 206.686.7326

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

the estate (station wagon) version made by Hexagon, the Shapecraft fastback Elan and the Lotus-built fastback Elan. The pictures are excellent.

The thing that really amazed me about this book is the number of topics covered. There are lots of specific information that I just didn't expect to see in a book that is all paragraphs accompanying pictures.

Some of the development history of the car is there. All of the Elan models are there, including the Plus Two and the M100. Racing Elans are there. Restoration topics are there. Specifications for the various Elan models are there. There is even a list of significant Elan dates.

Someone gave me this book a long time ago because it was cheap and this person knew I was into Lotuses. I don't own an Elan, so I never looked at it closely. Boy, am I an idiot!

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www.tingleslotus.com



TINGLE'S LOTUS CENTER

1615 SHAWSHEEN ST., UNIT 8
TEWKSBURY, MA 01876

in very good shape. The car is in Bellevue and can be seen at: <http://www.galos.net/mike/CarsForSale>.

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. \$18,000/Make offer. Maury Montag, 425-391-5359.

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.

Parts Wanted: Original side curtains and top for mid/late-60s S2 Seven (black with white piping preferred). Also looking for original tunnel carpet (red with white piping) and owners manual for same car. Don, 425-357-1476, don.christopher@att.net.

Miscellaneous Items

The US spec Exige has been officially announced. The Exige is a closed-body car, based on the Elise chassis. Lotus describes it as the "Elise's aggressive twin brother". The MSRP will be \$50,990 when made available in Q1 2006. Between 300 and 350 cars are expected to be built.

Lotus earlier announced 2006 changes for the Elise. The pricing remains the same, \$42,990 MSRP for the base car. Among the new items are a Limited Slip Differential (with Lotus Traction Control) (\$1790), Lotus Traction Control (without the LSD) (\$495) and an air conditioner delete option (a \$250 savings). Small detail changes to the car were also announced. The LSD, Traction Control and A/C options will also be available on the Exige.

Last month, the film *1:42:08: A Man and His Car* by George Lucas (during his film school days) was mentioned here. It features a Lotus 23 at the now-departed Riverside race track. Don Christopher found a reference to it in the USC archives web site. The site includes ten stills from the film and a 30 second clip. Check out

<http://cinema-tv.usc.edu/Archives/lucas/14208.html>

Club member ANDY KECK's Elise was awarded the *Most Deserving* award at the Car Corral on the Sunday of the Pacific Northwest Historics. Andy is not totally sure what he was *most deserving* of.

Event Calendar

ELCC events are listed in **BOLD**

September

- 15 NWARC Lapping Day, Pacific Raceways
- 24 ELCC West Side Drive**
- 24-25 SOVREN Fall Finale, Pacific Raceways
- 24-25 ICSCC Race #11, PIR
- 25 SCCA Solo II #7, Packwood

October

- 1-2 ICSCC Race #12, Pacific Raceways
- 8 BSCC Autocross Novice School, Bremerton
- 9 BSCC Autocross #7, Bremerton
- 8-9 SOVREN Maryhill Loops Hill Climb
- 15 NWARC Lapping Day, Bremerton
- 16 SCCA Solo II #8, Bremerton

November

- 13 NWARC Drivers School, Bremerton

December

- xx ELCC Holiday Party**

Car Clubs

BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 <http://www.bmwpugetsound.com>
CMCS: Corvette Marque Club of Seattle

Participants in a poll done by LOVEFiLM.com, a European DVD rental service, voted the Esprit used in the 1977 James Bond film *The Spy Who Loved Me* as the "Most Memorable Car in Film History". In the film, a chase scene ends with the Esprit driving off the end of a pier and transforming into a submarine, then later confusing sunbathers as it drove out of the water, onto a crowded beach.

The Bond Esprit was followed by the DeLorean from the *Back To The Future* films, the Gran Torino from *Starsky & Hutch*, Herbie the Love Bug and the Batmobile.

The UK magazine *AutoExpress* named the Esprit the best performance car of the period 1970-1979 and the Seven the best for the period 1950-1959. The Porsche 911 was named the best performance car of all time.

Consumer Reports (yes, *Consumer Reports*) reviewed the Elise in the October 2005 issue. Of course, the review was about what one would expect from a publication that reviews applications for the general consumer. They knocked it for being more like a race car than a \$45000 upscale roadster. Who said the Elise was \$45000 upscale roadster?

Joe Zodorozny, Parts Manager at LCU, passed away suddenly while on a business trip on 29 July.

Joe is survived by his wife Heidi and daughter Ashley.

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

A friend, we'll call him *Joe*, called me the other day and explained he needed a favor. He needed a ride over to a guy's house to finalize the purchase of and drive back a Triumph TR8. "Uh-huh," I responded, "I'll be over as soon as I can." I wasn't surprised, Joe had forewarned me a few weeks earlier that he was interested in this car. The thing about it is he had just sold his previous TR8 less than 2 months before. If you got the idea that Joe and TR8s have a history you'd be right. This would be his fourth. There was a time in the 90's when he owned two at once. Also, at that time, he owned a Rover SD-1, a V-8 powered 4-door sedan. This latest TR8 was especially nice and in great shape. I didn't get to give it a real good look as we immediately went to his house and started a beer drinking celebration but I plan to look at it closer in the near future.

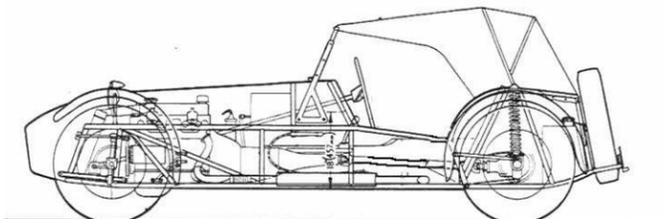
I'm not sure what caused it, probably the combination of V-8 power, the wedge shape and the overriding Britishness of it all, but a small case of car obsession was born and is thriving. Now, this is nothing new, there is nothing wrong with it and I've seen it in our own club. I myself have a serious desire for a Lotus Seven. I wouldn't call it an obsession because I've never bought one. I would like to think actually buying the car opens the door to obsession if only to let me off the hook. Others have fulfilled their lifelong desire to own a Seven or Esprit and have stepped off into the void. There are members who own one car of their choosing and maybe have a parts car. Next come the folks who can't say *no* to the stray that shows up on their doorstep. These are the members who have more than their fair share of Europas or Elans, say 3 or 4. There is a member in California with eight Elites from '59 through '62. Now we're getting into serious territory.

This car obsession can grow and grow but only a select few ever enter the big leagues. I was reminded of this big league status by a little announcement in the newspaper about the yearly LeMay Museum Car Show. If you haven't been to this property in Tacoma, you owe yourself a trip out there. Go now before they stick all the clutter and junk in a nice museum they plan on building in Tacoma. The late Harold E. LeMay owned more than 400 cars and trucks. The word is he only sold 5 cars out of his collection in his life and eventually

bought 3 of those cars back. He stuck cars in every nook and cranny of his home property and also in the extra buildings he constructed hither and yon around his house. He had so many that he acquired a nearby property (I think it's an old Catholic school grounds) for the enormous overflow. There are nice restored cars sitting alongside original condition machines. There are AMC Pacers, rusty fire trucks and Nash Ramblers. There are beautiful brass era cars, muscle cars and the odd British or German car. It's mostly American iron but intermixed and intertwined among all this is a huge collection of car advertisements, art and just plain (in my view) junk. There are shelves of dolls, toy wagons, clocks, bottles, etc... Most of the buildings have a dusty, musty, dirty feeling like they've been there for years and people have forgotten about them. It's weird but it sometimes feels like you are an archeologist overlooking the excavation of some long lost underground chamber or garbage dump.

Why stack a car on an elevated wood platform, outside, under a carport and above another car? This car will never be driven. It may never be touched again by its purchaser. It's weird, it's bizarre and it's impressive. Why do you need a gymnasium full of 30's Chevrolets? Yes, as I remember, it was a hardwood floored gym. How about a '65 Mustang and a Thunderbird placed in a makeshift soda fountain scene. This particular scenario reminds me of some sort of scary, mannequin comes alive, episode from "The Twilight Zone". There's lots more strange stuff that I can't remember; it's been a while since I've visited the place. But, believe me, if you really want to peek in on a true obsession while it still shows the hand of it's maker, head on down to Tacoma and take it all in before it's gone.

Thanks, Tom




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All-British Field Meet 2005 by Alan Perry, photos by David Caley and Alan Perry

So, this adventure starts in a similar manner as my trip to the Car Corral at the Pacific Northwest Historics, except my car was already more-or-less clean.

I have a firm belief that cars should be driven, even though driving them as intended often results in them being damaged. I live on a gravel road and am a stage rally competitor; clearly I must think that cars should be abused.

However, Lotus was one of the honored marques at the ABFM and the paint on my Elise isn't totally dead (like it was on my Europa) and my Elise IS probably the earliest, most original Elise in the country, so I figured that I should make it look nice for the ABFM.

Six hours later, I had it to the point that David Caley would later remark that the paint was so shiny that he thought it was a different car. This is from the guy who would clean my car whenever I brought it by his house.

And, as with the Historics, I was first on the 7:55am ferry to Seattle. Got a "must be nice" from the State Patrol officer with the bomb sniffing dogs.

I didn't see any other British cars until Mercer Island, when I pulled up behind a MGB. By the time we reached Bellevue Community College, we were joined by another half dozen cars.

When I pulled into the Lotus area, Jim Taylor was there and told me the general plan on where to park and I put my car in the now very large LO-03 parking area.

Over the next couple of hours, the Lotus area gradually filled. Many, many people heeded the call to make a good showing for Lotus as an honored marque. I have never

seen so many Lotuses at an event in the Pacific Northwest (then again, I have never been to any of the West Coast Lotus Meets held down in Portland).

There was an Elite, Elans, Europas, Sevens and Caterhams, a Lotus-Cortina, a Xanthos 23 (not a real 23 like the ABFM results might lead you to believe), Esprits and a Type 75 Elite. And there were Elises. Lots of Elises.

My Elise was not the only Mk 1 Elise. Keith McKay also had his track car there and John Schneeman brought his newly-acquired Ferrari red 111S. I lost count of the US market Elises. I think there were four yellow ones.

Randall Fehr set up a Europa suspension display by removing the left side wheels from his S1. Andre Samson brought some Lotus frames (from a Seven and a couple of Elans).

Some folks brought multiple cars, like Roger Croshaw, who had his Elise and Europa there, and John Schneeman, who drove his Elise and had Chairman Tom drive his Xanthos. Two of David Caley's old cars (as well as David himself) was there, Don Christopher in the Seven and Mikael Sandburg in the Elan.

For fear of leaving someone out, I am not going to try and run through a list of everyone who was there. You can see mostly of them in the pictures or the Lotus Class results.

I spent the day taking pictures, answering questions about my car, checking out some of the other British machinery, but mostly chatting with club members and checking out their cars. I have seen most of these cars a dozen times before, but you never know. You might see something new this time around.

All-British Field Meet Results in the Lotus Classes

LO01 - Lotus - Seven, Caterham, Cortina, Early Elite, Eleven

- 1st is car #192, a Burgundy 1960 Lotus Elite owned by ALAN MCWAIN of OLYMPIA, WA
- 2nd is car #204, a Silver/Black 1999 Caterham Super 7 owned by GREG STONEKING of WOODINVILLE, WA
- 3rd is car #489, a Blue 1964 Lotus 23 owned by JOHN SCHNEEMAN of Burien, WA

LO02 - Lotus - Elan, Elan+2, Europa

- 1st is car #129, a Yellow 1971 Lotus Europa owned by ROGER CROSHAW of SEATTLE, WA

- 2nd is car #334, a Yellow 1967 Lotus Elan owned by CHARLES CONTI of Seattle, WA
- 3rd is car #153, a Blue 1974 Lotus Europa owned by DAVID SHERMAN of EDGEWOOD, WA

LO03 - Lotus - Elan M100, Late Elite, Eclat, Esprit, Elise

- 1st is car #551, a Red 1976 Lotus Elite owned by Kevin Moroney of Burnaby, BC
- 2nd is car #135, a BRG 1995 Lotus Esprit owned by SEAN LANE of SEATTLE, WA
- 3rd is car #158, a Green 2005 Lotus Elise owned by ROSS HOEVET of CLACKAMAS, OR

