



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 April 1 2006

Lotus Announces Elise-based Pickup

Lotus Cars is delighted to announce that its first light commercial vehicle rolls off the production line today.

The Lotus Elise 'Load Lugga' is an Elise-derived flatbed that seeks to secure a slice of the ever-growing worldwide market for sportscar-derived pickup trucks.

Utilising a Briggs and Stratton pull-start diesel engine, uniquely supercharged by Lotus's own engineers, the Elise 'Load Lugga' is the first Lotus to marry advanced 4-wheel drive technology with the Lotus design philosophy of 'performance through light-weight'. A useful 5kg payload, together with an optional towing hitch offering a further 10kg of load-hauling capacity, ensures the new Lotus will be equally at home carrying a small bag of sugar as an expanded polystyrene surfboard.

With carbon fibre roof rails and perforated aluminium bull bars ensuring the new Elise derivative looks the part without compromising performance, hopes are high that 0-60mph acceleration is less than 3 seconds, and will have flatbed fans reaching for their chequebooks.

An active payload management system, linked to the engine's oil pressure control module, optimises ride and handling round even the sharpest bend, while big chunky tyres increase ground clearance to an all-terrain-conquering 4 inches.



(continued on page 5)

Movie Night 2006

When: Saturday, April 22nd, 5pm

Where: Roger Croshaw's Home, 908 Lakeside Avenue South, Seattle, WA

Phone: 206-720-0064

Come out and join the club in an annual celebration of Lotus (and any other car you find interesting) on the video screen. Bring your favorite VHS or DVD of your coolest, funniest, or otherwise favorite moments and force us to view them. These may be neat car chases (such as in *Bullett* or *Ronin*), manufacturers factory videos, interesting cars in uninteresting movies or any other moving picture or shiny object you find irresistible. If it is a VHS, please have it already forwarded to the proper scene. No we don't want to see James Bond seduce three women in fast forward before we get to the Esprit flying through the mountains, or do we? Know your material people or risk getting booed off stage and having popcorn thrown at you. Some of the best stuff in the past has only been a few minutes long so we're not looking for Dr. Schivago length epics here.

Now if this isn't enough to get you out of your winter funk consider the location. Movie night will be at Roger Croshaw's house. Roger has in his garage, at this very moment, a brand spanking new federalized Elise. Have you been aching to see one? Do you really want to give it the once over without a salesman looking over your shoulder? Well, actually, Roger may be looking over your shoulder but now is your chance. Throw some pizza into the mix (BYOB) and how can you resist?

Directions:

- From I-90 in Seattle, get on Rainier Ave., heading South.
- Turn Left onto McLellan after approx. 1 mile. Look for Chevron and Schucks.
- Turn Left onto Lake Park Dr. S after approx. 1/2 mile. The intersection has a stop sign and is down a small hill.
- Turn Left at tee intersection onto Lake Washington Blvd N after approx. 1/3 mile.
- Continue onto Lakeside Avenue.
- 908 is on the Right, about 1/3 mile after you cross under I-90. Look for the ELCC sign.



Editor's Note

What to write about this month?

As far as newsletter issues, the one thing that I want to bring up is the Member's Notes section. The source for it is 'compiled by members', but no one has been sending in anything. If you have done something interesting (or, you are sitting around bored and want people to know), let me know.

Also, I will be competing at a rally during Movie Night. Could someone please take photos and write it up for the newsletter?

On the personal front, I am going through the aftermath of wrecking my VW. I got the car back from the shop and they did a great job on it (Accurate Auto Body in Redmond). I got European code headlights installed since the whole front end was apart anyway, so now I can see at night (how could VW sell the car with such lousy lights?). My insurance company is telling me that they don't consider me at fault and my rates won't be going up. All good things.

However, the Washington State Patrol officer decided to cite me for failure to yield while passing to the left. The odd thing is that everyone that I spoke with says that, under WA law, the other guy was under obligation to yield, not me. Also, the other car had to hit mine for it to end up where it was. Also, the other car did not use turn signals before starting to turn. Also, ... I can go on and on about the odd things here. The court hearing date is April 18.

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 currently those officers are:

Chairman:	Andy Keck andykeck@mac.com	(206)390-3870
Membership:	Jim Taylor jimtaylor@seanet.com	(206)232-2237
Treasurer:	Dave Billings elcc@bilcoh.com	(206)241-2167
Editor:	Alan Perry alanp@snowmoose.com	(206)855-9464

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Upcoming Events

Sean Lane is organizing a drive to and tour of the Museum of Flight Restoration Facility in May. He needs your help selecting when in May:

"Who would have guessed that paying your dues to the ELCC gets you not only 10 newsletters/year, but also access to one of the most influential networks in the Pacific Northwest? Well, it's true and here's proof – your chairman, Andy Keck, has pulled a few strings (of the many strings that he has available) to arrange an exclusive tour of the Museum of Flight Restoration Facility at Paine Field in Everett.

"To free up some of Andy's time however, I volunteered to host the event and work out the details. And, the details are still being worked out, but we are planning for either a Saturday or Sunday morning, on the weekends of May 13th/14th or May 20th/21st (We are thinking that Saturdays work out better for everyone). More details to come in the May newsletter and also via the E-vite. If you have any suggestions/comments – give me a shout: lotustype82@yahoo.com or 206-686-SEAN – Thanks."

It's not too early to start thinking about the Pacific Northwest Historics and buying your tickets for the Car Corral. We'll need to submit our order likely no later than mid-May this year if we want to guarantee our participation. Car corral entry includes a dash plaque, goody bag, program, eligibility for trophies for cars in various age categories, and possible raffle prizes. Participation on Saturday and Sunday will include the opportunity to take a few parade laps during the lunch break. And it's not just a good time, as the proceeds

from the Historics go to the uncompensated care fund at Children's Hospital.

A pass gets a car plus the driver into the Car Corral. The pass is \$40 for the entire weekend (Friday through Sunday) or \$25 for an individual day. The cost per ticket for each extra passenger is the same, with a \$5 per day ticket available for children between 7 and 16. Please contact me at andykeck@mac.com or at 206-390-3870 to get your name on the list!

The 2006 West Coast Lotus Meet is being held the weekend of May 18-21 in Morro Bay, California. A track session at Buttonwillow Raceway is also part of the weekend. This event is organized by Club111 and Golden Gate Lotus Club.

The weekend starts at Buttonwillow with the track day on the Thursday and then continues on the Friday with a tour to Morro Bay, optional wine tasting in Paso Robles and a Welcome Gala that evening. Saturday includes a tour up Hwy 1 to Big Sur and then a choice between Hearst Castle and Carmel. The day ends with a banquet. On Sunday, there will be a concours and awards.

The registration price is \$130 for Club111 and GGLC members, \$150 for non-members, if you register NOW (before April 9). After that, it is \$150 for members, \$170 for non-members. The Buttonwillow track day is \$135 for WCLM attendees.

For more info, go to <http://www.club111.net>.

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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: 1998 VW Golf GTI VR6, 53K miles. \$10,300. Lovingly cared for, dealer serviced and detailed 2x year at Island Detail. One owner, no accidents, come see to appreciate. Call 206-686-7326 or email lotustype82@yahoo.com.

Car Wanted: 1960s vintage (1964-1970) Lotus Elan S1-S4 convertible. John J. Garvey, jgarvey2@cox.net.

For Sale: 1991 Elan (M100). 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>.

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.



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Event Calendar

ELCC events are listed in **BOLD**

- April
- 2 SCCA Regional Autocross #1, Bremerton
- 9 BSCC Autocross #2, Bremerton
- 14-15 SOVREN Defrost Kick-off, Pacific Raceways
- 16 NWARC Lapping Day, Pacific Raceways
- 22 ELCC Movie Night**
- 23 SCCA Regional Autocross #2, Packwood
- May
- TBD Drive and Tour of Museum of Flight Restoration Facility, Everett**
- 13-14 SOVREN Spring Sprints, Pacific Raceways
- 13-14 West Coast Lotus Meet, Buttonwillow Raceway and Morro Bay, CA
- 24 NWARC Lapping Afternoon and Evening, Pacific Raceways
- 28 SCCA Regional Autocross #3, Bremerton
- 29 BSCC Autocross #3, Bremerton
- June
- 11 BSCC Autocross #4, Bremerton
- 15 NWARC Lapping Day, Bremerton
- 17-18 SCCA Regional Autocross #4, Packwood
- 19 Sacramento Area Miata Owner's Association (SAMOA) Track Day, Thunderhill Raceway
- 30 SOVREN Pacific Northwest Historics (Day 1), Pacific Raceways

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://www.nwalfaclub.com>
- 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

Hi! I'd like to start off by thanking everyone who came out to our tour of Dennison International. The turnout was great and it was nice to have a chance to put a few more faces to names. I also want to point out that I failed to acknowledge that besides giving us a Saturday morning, Butch also provided all the food and drink despite my attempts to arrange that myself. Be sure to give him an extra thanks if you see him at any events this year.

I'd also like to thank those of you that made it out to the karting day that Dave Billings organized. I set a poor example myself by not attending, but it was unfortunately one of those situations where real life got in the way and spending a nice Saturday in the office was unavoidable.

I did get a little free time on the following Sunday and did something auto-related that I had kind of given up on. I watched my second consecutive Formula 1 race without fast-forwarding. I've now the first two rounds of the 2006 season, Bahrain and Sepang, skipping nothing but commercial. I don't recall doing that even once last year, despite the ending of Schumacher's dominance.

I don't know if the new rules, the new cars or the team shake-ups are responsible, but I've really enjoyed the races so far. Maybe it's just because I'm coming off a long dry spell of not watching any racing. Maybe my interest will wane by mid-season. I think if nothing else, the incredible engine explosions will keep me glued to the set a while longer. Those F1

guys can make so much more smoke and flame than any result of my own pitiful adventures in engine misassembly. I've even been considering heading to Indianapolis late in June for the USGP. There are rumors floating around that this is the last year that the race will be held there and after last year's tire fiasco, tickets sure are easy to come by. I sure would like to see the race in my old hometown before I no longer have the opportunity. Unfortunately, the dates coincide with the Pacific Northwest Historics. That's a tough choice as the vintage races make up what is probably my most looked-forward-to weekend of the entire year. Way better than Christmas and probably better than my birthday at any age past about 12. Plus I really enjoy trying to talk my unmarried friends into buying any of the several car, trailer and spares packages that end up for sale by Sunday. Can't miss that kind of fun.

As for official club business, I'd like to point out that Roger Croshaw will be (once again) hosting movie night. I promised him that next year we'd find a new location even if it involves a projector, a white sheet and lawnchairs in my backyard. And look forward to news coming soon from Sean Lane about our May event. Which reminds me, I need to call Sean and let him know that I'm looking for news about the May event. It's only fair to let him know, I suppose.

See you all next month!

Member News Compiled from members

JIM TAYLOR reports that, after some discussion, the Lotus classes at the All British Field Meet are going to be a little different this year. A new class will be added for Elises. Also, Lotus replicas are now explicitly in the LO-01 class. Not sure where this puts Sun International imported Elises which are titled with Sun as the manufacturer.

- LO-01 Seven, Caterham, Cortina, early Elite, Eleven, Other
- LO-02 Elan, Elan+2, Europa
- LO-03 Elan M100, late Elite, Eclat, Esprit
- LO-04 Elise



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Lotus Sport Cadena race team to be based at Hethel Lotus Sport Cadena PR

The Lotus Sport Cadena race team (which will campaign two Lotus Sport Exige GT3 race cars after the signature of a two-year deal between Cadena and Lotus Sport, the performance arm of Lotus Cars) has announced that it is to be based at the Group Lotus headquarters in Hethel, Norfolk.

Situated in a newly-converted workshop facility, the team will have access to the established Lotus Sport expertise and infrastructure, in addition to the all important 2.25 mile Lotus Test Track. This will be used as part of the team's testing programme throughout its maiden season in this year's Avon Tyres British GT Championship, with an eye on entering the FIA GT3 European Championship in 2007.

Commenting on the move to the Hethel site, Paul Whight, Team Principal of the new racing outfit explains: "It is important that we work in close collaboration with Lotus Sport in what will be a development year for both the team and the Exige GT3. Although Lotus Sport Cadena isn't an official factory team, we have a very close relationship with Lotus and by basing ourselves at Hethel it reinforces our long term commitment to Lotus and to the Avon Tyres British GT Championship"

Lotus Sport Cadena will field four drivers to contest the 2006 British GT series, all having raced previously in Lotus racing cars. Cadena Lotus Sport Elise British GT driver Barrie Whight will once again be partnered by Gavan Kershaw,

Miscellaneous Lotus News

Despite record sales of the Elise in the US, Lotus continues to lose money. Group Lotus reportedly lost GBP 7.4M on GBP 162.6M of income. They plan to stem losses by increasing business for Lotus Engineering, building more niche vehicles for other manufacturers (as indicated in the APX crossover show car that was displayed at the Geneva auto show) and introducing new models (such as the Europa S, due to come out in July, but not for the US).

One show vehicle that was missed in this pages was a three-wheeled concept car from Volkswagen (with help from Lotus and Swift Engineering) that was shown at the Los Angeles Auto Show.

The VW GX-3 is described as a cross between a motorcycle and a sportscar and it certainly looks like it. The front steering and suspension is apparently from the Elise and the rear suspension looks like it belongs on a motorcycle.



It is powered by a 1.6L Volkswagen engine.

The numbers are 125bhp, 570 kg (1254 lbs), 0-60 in 5.7

Principal Vehicle Dynamics Engineer for Lotus Engineering and driver of the Lotus Sport Elise in 2004 and the Mosler MT900R for the Cadena GTC team during the 2005 season. George Mackintosh, who claimed last year's Yokohama Mid-

Engined Sportscar championship in a Lotus Elise, and Sam Blogg who took second place in the series also competing in a Lotus Elise, complete the team's second pairing.

The opening round of the 2006 Avon Tyres British GT season takes place at Oulton Park on the 16th and 17th of April, with subsequent visits to high profile national circuits, Mondello Park in Ireland and Pau in France.

Editor's Note: I had no idea was "Cadena" was until I found the following blurb in this press release:

***About Cadena:** Cadena was created specifically for the 2005 British GT Series although it did enter certain FIA GT and Spanish GT rounds with mixed results using the Mosler GT2 chassis. The origins of the team stem from a ten year interest in motor sport by team principal Paul Whight who has raced historic Aston Martins, CanAm cars and then the last Group C Aston Martin chassis - AMR-1 - which ran at Le Mans in 1989 at the hands of David Leslie. Previously, Paul Whight was involved in the successful campaign of a Lotus Sport Elise in the Cup Class of the 2004 British GT Series.*

seconds, 46 mpg, and \$17,000. *Autocar* reports that Lotus is clearing space to build the GX-3 at Hethel, but other reports have it being built in California.

Speaking of *Autocar* and new Lotus models, they took a stab at what the new Esprit may look like.

According to their report, it is undergoing crash testing now and will be launched in early 2008. More interesting guesses from their report is that it may be powered by a twin-turbo BMW V8 engine and its footprint will be much more compact than the Lamborghini Gallardo and Ferrari F430.



Canada finally gets the Elise. If you want a car that is older than 15 years old, Canada is great, but if you want a low production model car that is newer ... well, sorry. You cannot buy a Mitsubishi Evo or a Volkswagen R32 there, but now, since Lotus has completed the massive pile of paperwork, you can buy an Elise there.

ELCC Spring Sprints at Sykart by Dave Billings

It seems that the wet winter weather hindered many club members winter preparations for the Spring karting season. Our annual club karting event at SyKart in Tukwila was lightly attended this year, with only 8 club members showing up to take part. Of course, this was good news for the slower among us, as standard hot shoes Andre Samson and others weren't in attendance.

We ran 2 sessions on a course that had seen some configuration changes since last year. Lap times were in the 33-36 second range, and there was only the occasional contact. Alan Perry suffered from brake fade and stuffed a kart into the barriers during his second session, but otherwise the karts were well behaved, and none of us got into trouble with our track management.

In attendance were Lin Hayashi, who brought Atchi with him to show us the fast way around the circuit. Chuck Conti and Chuck DeKeyser were there, as was our newsletter printer Mark Parker. Alan Perry brought his daughter Emma along who has grown into not only a young woman, but an aggressive driver who didn't like to be passed. Taking lessons from dad, apparently. I rounded out the field, though got some weird motion sickness and only turned a few laps during my second session.

One fun change from before was that SyKart actually had a trophy for our group. We awarded it to Atchi, who, after following Lin around for the first session, turned it on in the second session and set fastest lap of the day for ELCC members. His 33.291 in the second session beat

Lin's 33.927 from the first session. I was lucky enough to have my 34.489 from the first session hold up for third place overall, and since I'm writing this article, I get to point out that I give up 70lbs. to Lin and probably better than 100lbs. to Atchi, so pound for pound, I'm fastest! Everyone else turned laps in the 35-37 sec. range, and there was major improvement during the second session, with some taking as much as 2 seconds off their previous best.

Though turnout was lower, it was still a great time, and this event has turned into one of our steady and anticipated ones each year. Next year, let's hope for less schedule conflicts, and we'll see you all there.

Editor's Note: It wasn't brake (or brain) fade that caused me to stuff it. The first kart that I had in the second session was diabolical. I would come into a turn on the same line and speed that I had used in the previous session and the back end would just step out (sudden oversteer). It happened a half dozen times in three laps. I thought that I had it figured and then it showed me otherwise. The back straight of the course ends in two left-hand turns that can be taken as one turn, so it is as fast as those karts will go. At the exit of the first left, the back end stepped out and smacked the tire barrier hard. The force of the impact knocked my hands off of the wheel and the nosed straight into the tire barrier at the exit of the second left. The front of the kart went under the barrier and the tires. Didn't know that they could do that! It must not have been my driving because they Sykart guy did a lap in the kart and retired it for the day.



Lotus To Build Pickup (continued from page 1)

Trevor Houghton-Berry, Lotus Head of Commercial Operations looked to the future 'The Elise 'Load Lugga' is our first move into the lucrative LCV market and certainly lives up to the Lotus philosophy of 'change the rules'. We like trucking and we like to truck!

Mark O'Shaughnessy, Lotus USA Sales and Marketing Director commented, 'We can no longer ignore Lotus's big

opportunity in the pickup market - we want a slice of the action and are gunning for a 0.0026% market share this year and 0.0027% next. The Elise 'Load Lugga' will be known as the F1.50 stateside and we are set to take the market by storm. 200 Lotus Elise F1.50's in the first year? Bring them on.....'