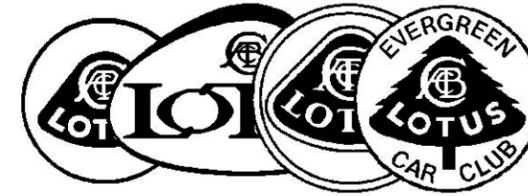




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
August 2006

Lotus-built Electric Car Announced

On July 20, Tesla Motors announced their Roadster, an electric vehicle that should be available next summer. Tesla Motors is a California company, but some of the design and engineering work as well as assembly is being done by Lotus.

The Roadster is an all-electric vehicle, not a hybrid. It is supposed to have a 250 mile range, a charge time as short as 3.5 hours and a 0-60 time of around 4 seconds. The sale price has yet to be determined, but the first 100 "Signature One Hundred Collector's Edition" cars will cost \$100,000 (plus another \$10,000 "out-of-service-area premium" if you live outside of California, Chicago, New York and Miami). Reports indicate that they have sold 30-40 cars so far.



The Roadster's chassis is an Elise chassis modified by Tesla. Power will come from nearly 7000 lithium ion batteries. The batteries can be charged off of any electrical outlet. And, most importantly, the Roadster will have an iPod docking port!

According to Tesla, "Lotus Cars is assembling the Tesla Roadster under contract to Tesla Motors. Tesla Motors has also hired Lotus Engineering for certain design and engineering tasks. The Tesla Roadster style was developed in Lotus Engineering's design studio - Lotus Engineering won a design contest where several design firms submitted proposals. Lotus

Engineering supplied the initial chassis which was significantly modified by Tesla Motors engineers."



In response to why they chose Lotus as a manufacturing partner, Tesla wrote "Lotus is the acknowledged leader worldwide for efficient assembly of sports cars at modest volumes."

For more information, check out Tesla's website - www.teslamotors.com.

This isn't the first time electric Elise-based car. Back in 1997, Lotus worked with ZYTEK to build a prototype electric Elise that only had a range of 125 miles, but a 90% charge time of 60 minutes.

Club Drive to Windy Ridge at Mt. St. Helens

When: Saturday, August 19th, 8:30am meet-up, 9:00am start

Where: Starts at Krispy Kreme at South Hill Mall, 3610 S Meridian, Puyallup

Host: Andy Keck, 206-390-3870

For our drive in August, we'll be leaving from the Puyallup area and headed south through Eatonville, Elbe, Morton and Randle on our way to the Windy Ridge overlook above Spirit Lake at Mt. St. Helens. It's a long drive, maybe three to three and a half hours each way, but I promise that the scenery will be amazing and you'll get your fill of some of the best, most fun roads anywhere. Full details will appear in an Evite in the next few days. Please contact Andy if you have any questions.

Directions:

- On Hwy 167, continue South towards Auburn.
- Take the Hwy 512 exit towards Olympia/Puyallup.
- Take the South Hill/Eatonville exit towards 104th St. E.
- Turn Left onto 104th St. E.
- Bear Right onto Meridian.
- Krispy Kreme should be on the Right as you drive past the Mall.



Editor's Note

I love the summer. There are so many Lotus events, as well as other opportunities to take out the Elise that I have plenty of material to fill the newsletter. Plus, there are lots of photo opportunities, so I can just fill the newsletter with pictures and not annoy you guys with too much of my writing.

A lot of you guys seem to have similar idea because I see a lot of you with cameras at club events and a few of you even send photos to me.

When you are out shooting photos, remember that in the fall we will be needing photos for the calendar and take some really nice shots. Actually, the photos don't even need to be that nice because it is amazing how a so-so photo can be turned into a gorgeous photo with Photoshop.

BTW, one of the events that you won't see covered in this newsletter is the ABFM. There was so many events to cover that I am saving ABFM for next month.

One last thing. I have been doing the newsletter for four years. It has been fun and it is not like I am burning out on it or anything (unlike when I was editor for the Golden Gate Lotus Club newsletter and burned out after 15 months). However, although I try and keep things varied, the newsletter is still going to have my mark on it. After four years, maybe members want to see something else. Because of this, I think it would be good to have someone else edit the newsletter for a bit. If interested, let me know.

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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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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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Lotus

So, which book titled *Lotus* is this? The title continues *the sports, GT and touring cars* on the book's binding and something similar is on the front cover. The author is Chris Harvey, who wrote a *Elite/Elan/Europa* history that I hope to review before the end of the year. (Thinking about it, I realized that I have had that book for more than 15 years and have never actually read it.)

Actually, this is going to be an odd review because I read the book three weeks ago and, since then, I have misplaced it.

The first thing that stands out about the book is how bad it looks. I am referring to the print and photo reproduction quality. It is a 'facsimile reprint' and looks they took the original book from 1980, threw it on a copier and printed it on really nice paper with really nice binding and a slip cover.

Despite the appearance, the book is actually pretty good. It goes kinda light on the sports car versions of the road cars, but, aside from the 26R and the 62, they weren't intended as race cars, were they? The book could also have gone into the Lotus 30 and 40 into more depth. However, it is very good when describing the stories behind the very early Lotuses - the Mk 1 thru Eleven, 15, 17, 19 and 23.



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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.

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>.

For Sale: 1970 Titan Mk 6. So, remember last month how I put up an ad for my Titan to fill space and in case something interesting came up for sale? Well, that actually happened, so the Titan really is for sale now. Upgraded Cortina engine. Weber DCD carbs. Hewland Mk 8 gearbox. Multi-piece Compomotive wheels. Some SCCA safety updates to chassis. Spare uprights, steering rack and front anti-roll bar, more. Mk 6A and Mk 6B bodywork. Two engine covers and two air-

Bonus Review: *Grand Prix* on DVD.

To be honest, I don't care for the film when there aren't race cars or drivers on screen. However, the racing scenes are fantastic. The scenes inside the Ferrari factory are fantastic. The drivers' meeting at Spa (with the real F1 drivers of the day) was fantastic. Phil Hill and Graham Hill both have speaking roles. Seeing the 1965 version of Monza and Spa in the film reminds me of my adventures at those tracks in 1991.

But they make it even better. There are a number of new documentaries in the supplementary material on the DVD.

My favorite one is called 'Racing in the 60s'. It is bunch of interviews with F1 drivers, journalists, etc. recalling racing in that era. I have this romantic notion that the mid-60s was the high point for F1 - the technology was getting interesting and Chapman hadn't brought in the major commercial element yet - so that probably explains why I like that segment. There is also a new "Making of ..." segment that is really good (plus a "Making of ..." segment from the original release of the film).

So, why haven't you bought it yet?



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boxes. Chassis dollies. Current and original logbook. Needs fuel cell. Alan, alanp@snowmoose.com, 206-855-9464.

For Sale: 1974 Lotus Elite, white w/tan & black interior. Has won second & third place at ABFM in past. Car is mostly original and close to "correct". Would need cosmetic restoration to be show competitive, but runs and looks good for a street car. \$3000 "as is", not currently licensed. Call Don Francis @ 206-723-4731 for details.

For Sale: 1964 LOTUS 23 REPLICA, meticulously built, Rob Walker colors, 1700cc crossflow w/ sprint cam, street-licensed, spirited performance, pix avail. \$28,000 OBO. John Schneeman, jmschneeman@msn.com, (206) 854-6706.

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**

August

- 5-6 IRDC Race #7, Pacific Raceways
- 9 Park Place Twilight Open Lapping, Pacific Raceways
- 11 BSCC Track Day, Bremerton
- 12 Griot's Tech Session, Park Place, Bellevue
- 13 BSCC Autocross #6, Bremerton
- 17 NWARC Lapping Day, Pacific Raceways
- 19 **Mt. St. Helens Drive**
- 18-20 Monterey Historics, Salinas, California
- 27 WWSCC Championship #7, Everett

September

- 1 BSCC Track Day, Bremerton
- 2-4 SOVREN Columbia River Classic, Portland International Raceway
- 2 Portland All British Field Meet, PIR
- 3 SCCA Regional Autocross #7, Bremerton
- 4 BSCC Autocross #7, Bremerton
- 9-10 BMWCCA Driving School, Pacific Raceways
- 10 WWSCC Championship #8, Everett
- 14 NWARC Lapping Day, Pacific Raceways
- 16 **Group 2 and Car Collections Tour, Seattle**
- 17 WWSCC Championship #9, Everett
- 23-24 SOVREN Fall Finale, Pacific Raceways
- 26 Park Place High Performance Driving Clinic, 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.cascadesportscarclub.org>
- 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

Well, we've come to the end of our busiest month of the year and I'm struggling to spell words correctly here as I think I experienced brain damage and/or death while watching the awards presentation at the end of the afternoon at the All British Field Meet. I must have already been impaired as I insensibly chose to sit not in the shade, but in full sun as the trophies were handed out. I know that back when I lived in the Midwest, I thought mid-90s and sunny was perfectly delightful weather. No more. Send rain. Now, please.

As you'll see elsewhere in this newsletter, we had great turnout at the PNW Historics. It was good to see so many Lotuses out on the track even if we were stuck behind some of the slowest vehicles on the planet, and when I say that, I'm not talking about any club members. And I'll fully admit that I should have never complained that it was hot there. Clearly I was mistaken about the nature of hot. Also, I now understand how the whole car corral trophy thing works. Taking the kids that hand out the trophies out for laps around the track at lunchtime does wonders for your odds of winning. I noticed Bill Rabel waving around a trophy on Saturday. Ha! I've got two now. Take that!

I want to make sure to thank John Schneeman for hosting our summer barbecue. Good food, a great crowd and a nice deck to hang out on. The perfect summer event.

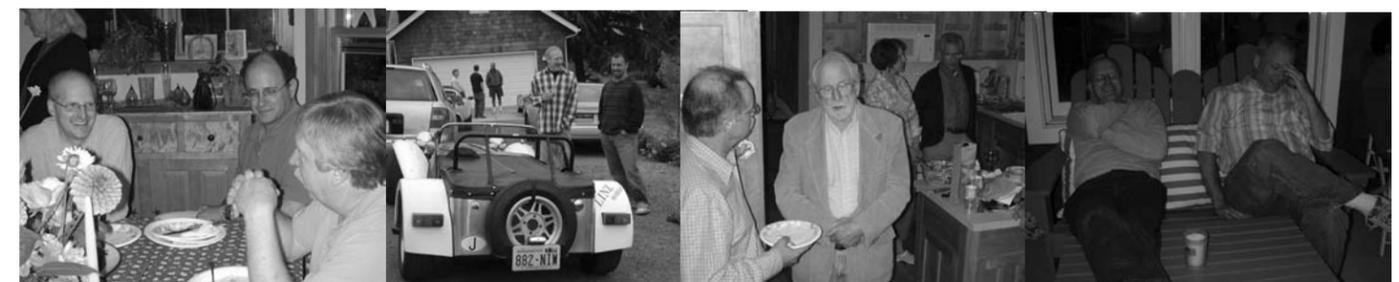
And thanks to everybody who came out to the All British Field Meet, either with a car or just to stop by our tent and say *hi*. I had been a little concerned about what kind of turnout we'd see given that Lotus wasn't featured this year and that the weather wasn't optimal for standing around on blacktop all day. Turned out there was nothing to worry about. I also

picked up a new phrase that I'll overuse the rest of the week. "What kind of a homemade deal is that?"

While I'm still thinking about our day at the ABFM, I want to mention that a couple of club members asked me what our plans were as for making more club logo apparel. This was a bit of a surprise to me as I don't think I've been around the group long enough to remember the last run of shirts from Land's End. Anyway, I'm now looking at options for what we could sell and trying to balance the costs versus minimum order quantities. Mugs? Polo shirts? T-shirts? Underwear? OK, probably not underwear, but the point is that we have a lot of options, so please, please, please let me know what sorts of things you're interested in so we can narrow the field down and get some nice looking things at a hopefully reasonable price. I'm going to try to bring some photos of some of my ideas to our next night at Smarty Pants, so maybe that's an added incentive to show up. As if beer and food isn't enough.

Last but not least, I want to get the word out that I'm looking (begging?) for a volunteer to host the club's Holiday Party. I had been planning on having the party at my house, but I now fear that the construction will not be done in time and that I'd have to invent some crazy theme idea like "Christmas in the Land of Tarps and Sawdust." Honestly, I'm beginning to worry that not only will construction not be done by December, well, that maybe it won't even have started by then. So please think about helping us out. You'll earn the respect and thanks of a grateful club. Plus I think you get to keep the leftover wine. Call me. Really. *Please.*

Andy



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Pacific Northwest Historics by Alan Perry, Photos by David Caley and Alan Perry

ELCC had a very strong Saturday turn-out for the Pacific Northwest Historics. There were close to (if not) twenty cars, but members who did not drive their cars.

Ironman ELCC Chairman Andy Keck actually attended all three days of the races. I think Julian Sayers did as well.

Who else was there? Sean Lane brought pastries and his Esprit. Chuck deKeyser brought out his Esprit as well. The other Chuck (Conti) had his Elan out. I think Arnie had his Elan there too. Gary Holt and Michael Hilt brought Europas, as did Randall Fehr, Steve Shipley and David Sherman. Don Christopher (with David Caley riding along), Ralph Neil and Greg Stoneking had their Sevens/Caterhams there. Both of John Schneeman's cars (the 111S Elise and the Xanthos 23) were there. In addition to Andy's and Julian's Elises, Roger Croshaw drove his and I drove mine. Mark Sterner had his Irish Esprit (DeLorean) there. And was Bill Rabel there in his Esprit ...

The sky was clear and the sun was bright and hot, so I didn't see a lot of racing action or take a lot of photos. I did catch one race. A F5000 car started at the back of the field and worked his way to battle for the lead with an ex-Jackie Stewart Tyrrell F1 car. That was fun to watch. However, most of the time I was hiding from the sun in the shade of the Lotus Corral.

The lunch time track tour went better than usual. The traffic jam didn't happen until almost turn 7 rather than turn six like last year.

For the first time ever, I attended on Sunday. However, being completely burnt out from the heat, I drove my (air conditioned!) VW and hid it in the back of the Corral, calling it the *anti-Elise*.

Despite the heat, it was a good event and it was good to see so many people. However, I am looking forward to more driving events.



Naked Elise on Bainbridge Island by Alan Perry

Since I have shown my Elise in the Bainbridge Island 4th of July Car Show and Parade several times, this year I decided to try some different. I decided to show the car with the bodywork removed.

The majority of the bodywork on my 1997 Elise consists of two lightweight pieces of fiberglass - the front clamshell and the rear clamshell.

The problem with removing the clamshells is that the brake lights and turn signals are attached to them. Therefore, I had to have the clamshells on the car to drive it from my house to the car show. Unfortunately, taking off each clamshell takes a couple of hours and results in a bunch of fasteners and a few other parts, like fender liners, undertray panels and rear compartment bits, lying around. The goal was to remove the clamshells and then re-attach them with the minimal number of fasteners. I got it down to two for the front clamshell and three for the rear. I was considering removing the door shells, but doing that once has convinced me that it should be done only if absolutely necessary.

At the car show, my car was joined by the Tim Taylor's 2006 Elise. Tim has met me showing my Elise at a previous year's Bainbridge Island car show and now he has an Elise of his own and his car complemented mine.

Reactions to my naked Elise ranged from "why?" to "what's that?" to "did you forget to put something on your car?" to "cool". It got similar reactions from the hundreds of people who watched it in the parade.

After the parade, I had a little problem. The traffic exiting the parade was directed out onto the main highway on Bainbridge and the turn signals and brake lights for the Elise were sitting back at the car show. The solution was to convince my friend John Allen, who entered the parade in his Ford Model A, drive behind me and be the brake lights and turn signals for my car. Brake lights and turn signals on a Model A are not much better than an Elise with no brake lights or turn signals, but traffic is more likely to see a Model A.

While the clamshells were off the car, I took the opportunity to fix a million different little things that I delayed fixing because it wasn't worth pulling off the clamshell to repair (including setting the front alignment which had been off since I installed the Raceline 'Fast Rack' steering pinion years ago and replacing a broken captured nut for the rear clamshell that has also been broken for years). So, the public got to see something different and I got to fix my car!



Miscellaneous Lotus News

The Lotus Type 119c soapbox racer, driven by Paul Adams, won the Brooklands Soapbox Derby on 16 July. This is the second win for Lotus and they beat Lola to take the course record with a time of 67.6 seconds, 4.1 seconds faster than last year's top time.

In September, we tour Group 2 Motorsports in Magnolia. Besides the shop itself, we've been invited to view two car collections kept nearby. The folks at Group 2 do all sorts of maintenance and preparation for road, rally and race cars. Originally Alfa-focused, apparently they've had a more

than a few Elises pass through their shop and have something to offer all of us Lotus freaks. Lunch will be provided and more details will be in the next newsletter and in the Evite. <http://www.group2inc.com/>

In an interview with pistonheads.com, Lotus boss Mike Kimberley accidentally let it slip out that the Esprit replacement will be called *Esprit*, causing his PR people distress. This had not been previously announced. The official name at this point is apparently *the mid-engined sports car*.