



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
May 2006

Lotus Sport Models Come To The US

If the standard model Elise or Exige is not quite fast enough for you, Lotus introduced the Lotus Sport brand to the US with Lotus Sport Elise and Lotus Sport Exige Cup models at the recent New York Auto Show.

The Lotus Sport Elise, priced at \$54,995, is track-oriented street car. For the extra \$10,000, you get race springs and shocks, lowered ride height, adjustable anti-roll bars, Yokohama A048 track tires, a high performance clutch and braided steel brake lines. It is available in only one color scheme - saffron yellow with storm titanium stripes.



The Lotus Sport Exige Cup, priced at \$79,995, is a track car and not street legal. It has a supercharger that bumps power up to 243 bhp and maximum torque to 178 lb.ft. It features a limited slip differential, fully adjustable suspension, a fire suppression system and a full roll cage. Despite the addition of the supercharger and roll cage, weight is kept under 2000 lbs by removing things like the headlights, air conditioning and the battery cover.

Lotus Sport also announced the availability of Lotus-tuned Ohlins shocks for the Elise.

“The Lotus Sport brand is the ultimate expression of Lotus founder Colin Chapman’s vision of optimizing performance through light weight,” says Mark O’Shaughnessy, director of sales and marketing for Lotus Cars USA. “Every product in the Lotus Sport portfolio is created with aggressive, factory-proven racing DNA – and the result is a collection of unique products for only the most competition-minded customers and Lotus purists.” The introduction of Lotus Sport in the U.S. market is also welcome by current Lotus owners, says O’Shaughnessy. “There are thousands of Elise owners in this market who are serious about increasing the performance of their Lotus in a motorsports environment and the debut of Lotus Sport products will give them access to the most sophisticated and factory-proven performance products and parts.”



Museum of Flight Restoration Center Tour

When: Saturday, May 13th, Tour starts at 9:30am

Where: Tour starts at BUS STOP ESPRESSO, Seattle and ends at Museum of Flight Restoration Center, Everett

Host: Sean Lane, 206-817-SEAN

Given that the Elise chassis is built using fighter aircraft technology, it makes sense that we may want to go have a look at some other airplanes. Join your group for a drive up to the Museum of Flight Restoration Facility in Everett. The MoF collection is world-famous, and of course we'll have some donuts and coffee on-hand as well.

As a departure point, we'll meet at "BUS STOP ESPRESSO" on 65th Street NE in Seattle @ 9:30am. To get there take the 65th NE Street exit from Northbound I-5 (this is the green lake exit). Go straight off the exit, crossing Ravenna, and proceed for three blocks to the intersection of 8th Ave NE and 65th Street NE.

If we miss you at Bus Stop Espresso, or if you live up north - we will also be stopping at the Shell gas station, just off to the east side of the 128th Street exit in Everett. So, feel free to meet us there around 10am.

And, if we miss you altogether - feel free to drive straight to the restoration facility.

Directions to the Restoration Center:

- From I-5 North or South near Everett, take Exit 189.
- Proceed West on Washington Rte 526 towards the Mukilteo ferry.
- Take the third exit, in front of the Boeing hangars.
- Turn Left under freeway onto Airport Road.
- Proceed about 1 mile to the blue sign, the entrance to Snohomish County Airport.
- Restoration Center is immediately to the right after entering the airport. Parking at both ends of facility.

Editor's Note

Another month, another newsletter.

Nothing much to write about on the newsletter front, aside from the standard "please submit articles to save everyone else from having to read my writing" line.

On the personal front, I competed in a rally last month down in Oregon. The Friday night stage were at Portland International Raceway. Two stages were laps of the track. One stage was in the motocross course in the infield. Two stages were on a service road around the far end of the track.

The last stage was interesting if you have ever raced or done a track day at Portland. You started the stage going backwards up the pitlane, then you make a u-turn at the pit entrance onto the front straight, then you proceed down the front straight in the correct direction, then make a very tight left around a jersey barrier into the pit lane vehicle track crossing point and then onto the service roads around then track. After driving a while on the service roads, you reenter the track near the start of the back straight and then drive the course backwards until just before the pit exit.

Turn 4 really tightens quickly when running the course in reverse. Did I mention that was at night?

We (Gary Cavett and I) finished first, second and first in the regional rallies as well as 8th overall in the national rally. Look for us on ESPN2, Oregon Trail Rally. Not sure when it is supposed to air.

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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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<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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The Third Generation Lotuses

Since I have read every Lotus books on my shelves and I couldn't find any new ones on the shelves at Books4Cars, I am going to start reviewing Lotus books that I have already read.

At the most recent First Thursday meeting, I was discussing late model Elite engine swaps with Randall Fehr and I couldn't remember which gearboxes were used in the Elite. Because of this, I decided to reread this Graham Robson book, published in 1983 by Motor Racing Publications. It covers the Lotus 907/910/911/912-powered cars that Lotus built, plus the Jensen-Healey, Sunbeam Talbot (which were powered by the Lotus engine) and the DeLorean, which Lotus did significant design and development work on.

This book was written at an interesting time in Lotus history. Colin Chapman had recently died. Lotus' US distribution deal with Rolls Royce had collapsed, so they were selling any cars in one of their biggest markets. Lotus was no longer getting any income from their work on the Sunbeam Talbot or the DeLorean and the financial irregularities of the DeLorean deal were coming to light. On the plus side, Lotus was working with Toyota. They were providing parts used in the Excel

and Lotus was soon going to launch the Toyota-powered M90. (The M90 project was eventually abandoned and the project became the Isuzu-powered M100 Elan.)

There is a lot of information to try and present in only 140 pages in this book. There are entire books dedicated to the just the Esprit for the same period, the Sunbeam Talbot and the DeLorean. Also, much of the book is photos and the printed page size, so there isn't a lot of text in the book. However, the author had personal connections with Mike Kimberley, who was Managing Director of Lotus at the time, so he had good access.

In several sections of the book, there are interesting insights into some aspect of the Lotus history of the time or the process that went into making a decision. On the other hand, most topics are covered very lightly. Also, most controversial topics are not really covered at all.

So, what gearboxes were used in the late Elite? The four-speed was a Ford part also used in the Ford Granada/Capri. The five-speed was the same one used in the Elan+2S 130/5, a Lotus design, with British Leyland internals. The automatic gearbox used was a Borg-Warner Model 65.



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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.

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.

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 restora-

tion 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: 1977 Esprit S1, 44,XXX miles. Engine rebuilt, balanced and assembled by Autosport Seattle. Rebuilt Delorto 45 DHLA carbs. Painted original Lotus Yellow by Showcase Auto Body in Kirkland (1999). Ceramic coated headers, new OEM muffler, custom aluminum radiator, Turbo water pump, triple HO SPAL fans, new stock size tires, original Wolfrace wheels, rebuilt brakes including MC, all new cables, too much more to list. Photo documentation of most of the restoration and all receipts. Awarded "First in Class" at LOG 25. Started life in WA and now resides in MN. Dave Lindemann, dindemann@aol.com, (651)762-8561.

For Sale: 1964 LOTUS 23 REPLIC, 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 (WA).



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Event Calendar

ELCC events are listed in **BOLD**

- May
- 13 Drive and Tour of Museum of Flight Restoration Facility, Everett**
- 13-14 SOVREN Spring Sprints, Pacific Raceways
- 14 WWSCC Championship #1, Everett
- 18-21 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
- 3 ELCC Drive Without A Clever Name**
- 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
- July
- 1-2 SOVREN Pacific Northwest Historics (Day 2-3), Pacific Raceways**
- 22 Western Washington All-British Field Meet, Bellevue Community College**
- 28 NWARC Lapping Day, 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

Happy May, everybody! I hope that each of you got an opportunity to take advantage of the recent stretch of good weather, maybe even by taking a Lotus for a drive in the sunshine. I got to put a few miles on under the pretense of scouting a route for our June club drive. Tough work, but someone's gotta do it. That's me, doing the tough work for all of you.

Sadly, today is a little less enjoyable. I'm writing this during a long layover at O'Hare. I'm traveling over the next week or so taking care of some family responsibilities. It's nice to see my relatives, to be sure, but I can't think of a worse way to get there than a long day of eating bad food and riding in a tiny seat. I tried, but was unable to arrange this visit as a road trip. The good news is that I'm going to try to load up my suitcase with goodies from the giftshop at the Speedway in Indianapolis so I'll have goodies to hand out at some unspecified future ELCC event.

So here comes the serious part. I know it's awfully early to think about plans for the end of June, but that's just what I'm asking you to do. Of course I'm talking about the Pacific Northwest Historics. Since the last newsletter, where I first called for people to contact me to reserve a spot in the Car Corral, I've only gotten one response. I'm sure we have more members than that interested. It's easy. I'm not asking for the money yet, just your name and what dates you want to attend. The SOVREN guys seem to be serious about buttoning up the list a little earlier this year than in the past, so don't miss out. The details are in an announcement elsewhere in this newsletter.

Member News Compiled from members

DAVE MUNROE wants to know if anyone in the ELCC is going down to the WCLM and would like to form up into a group with Club Lotus Northwest (Portland) in order to caravan down to California together. If you would like to join them, please send Dave email at mr50bmg@pacifier.com or give him call at 360-901-5177.

Around seven or eight club members have been showing up for each of JOHN SCHNEEMAN's First Thursday Lotus meetings at *Smarty Pants* in Georgetown. The last one was attended by SCHNEEMAN, ANDRE SAMSON, CHUCK

I mentioned that I've been scouting routes for a club drive that I'll be leading Saturday morning, June 3rd. I believe I've got a good route set up that will start with coffee and maybe a little breakfast for those inclined and end with lunch for those not in a hurry to get home. Starting and ending in Renton, more or less. The details will appear in full in next month's newsletter.

Here's where I could use a little help from all of you. I've never been on an ELCC drive before. Does anybody have any tips they'd like to offer while I'm still finalizing plans? For that matter, I wouldn't mind collection opinions on what we're all looking for in a club drive. Things like, what's an ideal length or how many stops should be planned. Any ideas would be most welcome. Anyway, my thinking is that since June and July look like busy months for us, a centrally located drive that finishes early enough to leave the rest of the day open might attract more participants.

I'm working on the details of a longer drive in August that will take us down around Mt. St. Helens and up to Windy Ridge. That'll be the more-remote, all-day counterpart to the June event. I haven't picked a date yet, but promise to have one next time you hear from me.

Fortunately, I seem to be running out of news at about the same point that they're about to begin boarding for my next flight. See you all soon!

CONTI, ALAN PERRY, STEVE SHIPLEY, DOUG JACKSON and MARK GLEASON. (Did I forget anyone?) There were even three Elans, an Elise and a late model Elite driven to the meeting. (Can you match the driver to the car?) *Smarty Pants* is a cafe racer motorcycle bar, so, in addition to the Lotuses, there are plenty of cool bikes to check out.

The 2006 ELCC Membership Roster has been sent out to members. If you haven't received your copy, please let one of the club officers know.

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Movie Night Report by Andy Keck

Once again, Roger Croshaw was our gracious host for the ELCC Movie Night on Saturday, April 22nd. But, as great as his theater setup is, the weather and the array of cars parked in the driveway and on the lawn made it tough to get everybody inside. There was a lineup of Federal Elises (including Julian Sayers' car with only 33 miles!), a couple of S1 Elises including one much gawked at car with a Honda engine conversion, a 23 and a few others I may be forgetting but at least including a DeLorean which we took to calling an "Irish Esprit". Perched high above them all was Roger's Europa, snugly on its lift. Maybe more interesting than the cars themselves was the bad traffic we caused as people slowed to figure out what was going on.

Miscellaneous Lotus News

Remember that Pacific Northwest Historics are coming up and you should start thinking about 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!

One less reason for me to keep my Laserdisc player. The 1966 film *Grand Prix* is finally being released on DVD. Sure, this John Frankenheimer film nominally stars James Garner, Eva Marie Saint, Yves Montand and Toshiro Mifune, but the real stars are Phil Hill, Graham Hill and the mid-60s version of Monte Carlo, Spa, Monza, Brands Hatch and more. Also, Lotus Type 20 and 22 Formula Jr (or was it Type 31 Formula 3?) cars double for Formula 1 cars in the movie.

The film has been restored with a Dolby Digital 5.1



The entertainment consisted largely of clips from the UK shows *Top Gear* and *Fifth Gear*. Lots of good stuff, including plenty of footage of Jim Clark two-wheeling a Cortina around the track. The main event was the showing of a new DVD "50 Years of Formula 1 On Board", which was, as you might guess, a nice compilation of in-car footage with some of the great drivers of Formula 1. After that, we wrapped things up, stunned by the combination of too much pizza and watching Fangio tear up the track wearing a short-sleeved shirt and a leather cap.

What a great night. Thanks, Roger!

soundtrack. Among the special features in the two-disc set will be multiple documentaries.

The release date is July 11, but you can pre-order it from your favorite DVD source.



ELCC Drive Without a Clever Name Saturday, June 3rd, 9am to Noon

Erase whatever you already have on your calendar. ELCC will be going on a club drive starting and ending from the Renton area. We'll meet in the parking lot next to the McDonalds at I-405 exit 7 (NE 44th St.) just south of Factoria. We'll drink coffee and go over the route maps with an eye towards leaving by 9:30. We'll drive for two to three hours and finish at a place where the hungry among us can

have lunch together. The current choice is the Cedar River Smokehouse, but if there's substantial outcry for another choice then I'll make the adjustment. In between we'll have fun in the twisties and maybe get some pictures for the calendar. Word on the street is that I'll have room for a navigator. Email or call Andy Keck (andykeck@mac.com) for more details. Watch for an Evite in the next week or so.

What Significant Lotus Is This? Submit Your Answer To The Newsletter Editor

