



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



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
September 2006

## New Bio-Fuel Powered Exige Developed

Lotus Engineering has developed an E85 powered Exige, dubbed the Exige 265E. With a top speed of 158 mph and maximum engine output of 264 bhp, the Exige 265E is the most powerful Exige road car and is likely the world's quickest E85 powered road car. The other performance numbers are 0-60 mph in 3.3 seconds and 0-100 mph in 9.2 seconds.

The Lotus Engineering team started with an Exige S (supercharged and intercooled, good for 218 bhp) and made modifications, mostly to the engine. Larger fuel injectors were installed at each cylinder and two more fuel injectors were installed at the supercharger air inlet. Of course, the ECU was recalibrated for these changes and the E85 fuel. The Exige 265E went from project approval to demonstration vehicle in five weeks.

E85 is 85% ethanol (alcohol) and 15% gasoline. The ethanol is made from plants, such as sugar or corn, which absorb carbon dioxide from the atmosphere, which partially compensates for the carbon dioxide produced from burning the fuel. E85 was chosen because ethanol is a high octane fuel. Since ethanol holds less energy per unit volume than gasoline, fuel economy is reduced. There is still a net reduction in carbon dioxide, despite this.

Geraint Castleton-White, Head of Powertrain for Lotus Engineering explains "We wanted to prove the point that green sportscars can also be very high performing sportscars. The fact that we have produced a research version of the Exige that is more powerful than the standard road car is a testament to the benefits of going green. We are also pleased that this vehicle demonstrates our engineering capabilities, our understanding of flex fuel vehicles and our knowledge of emerging fuel technologies. It also promotes bio-ethanol as a fuel of choice for the enthusiastic driver as well as the environmentally conscious driver."

Interested in a E85 powered Exige for yourself? Too bad. Lotus says "the Lotus Exige 265E is purely a research vehicle for Lotus Engineering and Lotus does not intend to put the car into production or sell aftermarket kits for Lotus Cars."



## Group 2 Motorsports Tour

When: Saturday, September 16th, 10:00am

Where: 4442 27th Ave W, Seattle, 206-378-0900, <http://www.group2inc.com>

Host: Andy Keck, 206-390-3870

Join us as we tour Group 2 Motorsports in Magnolia. 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. Besides the shop itself, we've been invited to view a couple of car collections kept nearby, that may include the McBride collection and Goodman Racing. No doubt that there will be plenty of hardware to gawk at. As an extra nice gesture from Joe English and the Group 2 crew, lunch will be provided.

Directions:

- From downtown Seattle, take Western Ave/Elliott Ave/15th Ave W North towards Ballard.
- Turn Left onto W Dravus St.
- Turn Right onto 20th Ave W. Continue when 20th Ave W becomes Gilman Ave.
- Turn Right onto W. Fort St.
- Turn Right onto 27th Ave W.
- Look for 4442.

## Editor's Note

So far no takers on the offer to edit this newsletter. I guess you guys are stuck with me for now.

Over the last couple of months, you may have noticed my ad selling my Titan Formula Ford. That ad is now gone; I am not selling the car and resuming my slow restoration effort (the suspension arms are getting re-plated at this moment).

The reason that I had the Titan up for sale was an opportunity to buy a Group N Lancia Delta Integrale. The Delta Integrales won the World Rally Championship six years in a row. Unfortunately, I guess I asked the seller one too many questions and he stopped answering those questions.

I was really torn on selling the Titan anyway, so I am kinda glad that the Lancia deal fell apart. Not sure what I will do if another one becomes available.

The funny thing is that before the Lancia came up, I was planning on putting my VW R32 up for sale in order to make room for something more practical (or, at least, something with front brakes small enough to fit 15" gravel wheels over them). I bought a '97 Audi A4 quattro that I pick up this week. If I like it on the drive back from California, the R32 goes up for sale.

I haven't considered selling the Elise this year. I sold my Esprit, the car that started my Lotus addiction, to make way for the Elise. Selling the Elise would be like admitting that selling my Esprit was a mistake!

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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	(206)390-3870
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## Miscellaneous Lotus News

After British GT Championship round at Rockingham and Brands Hatch, the Lotus Sport Cadena team continues to lead the GT3 team and driver standings. Whight/Treasure were second in class in Round 11 at Rockingham and Kershaw/Whight won in class in Round 12. MacKintosh/Blogg were second in class in Round 14 at Brands Hatch.

With four rounds remaining, Lotus Sport Cadena leads the GT3 Team Championship with 46.5 points ahead of Barwell Motorsport with 31 points. In the GT3 Driver Championship, Lotus Sport Cadena drivers Sam Blogg and George MacKintosh are tied with 41.5 points each. Aston Martin driver Leo Machitski is next with 41 points.

Lotus is nearing the end of its largest promotion ever in the UK. Three "Lotus Summer Festival" events hit all twenty-six UK dealers, each featuring a new model Lotus, barbeque and live music on three weekends. The first one featured the Elise S, the second one the Exige S and the final one, to be held on 16-17 September features the Europa S.

Associated with the Lotus Summer Festival, they have a "fun viral film" featuring Lotus staff Nick Adams and Tony

Shute playing up the lack of luxury features in the Elise S. The film can be seen at:

<http://www.lotussummerfestival.co.uk/elise.html>

For the four of us who have one, according to pistonheads.com, there is a new tire available for the Mk1 Elise. The original Pirelli P Zero Asymetricos are no longer available and the current Yokohama Advan Neova are wider than the original tires. The Yokohama C.Drive is available in the original tire sizes (185/55R15 front, 205/50R16 rear), has a thread and compound suitable for use under a wider variety of conditions and is inexpensive. Of course, they are not available in the US.

On October 14th, we will meet at Park Place for a shop visit and calendar photo selection. We'll have the opportunity to squeeze the Park Place folks for information about the rumored new Lotus models as well as find out more about the offerings from the new Lotus Sport division. We'll maybe pick up some tech tips and have the chance to ask any other questions that come to mind as well. Plus, this is your chance to show off your favorite photos and get your work immortalized in the ever popular club calendar.



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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:** 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:** 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.

**Parts Wanted:** Original side curtains and top for mid/late-60s S2 Seven (black with white piping preferred). Also look-

ing for original tunnel carpet (red with white piping) and owners manual for same car. Don, 425-357-1476, [don.christopher@att.net](mailto:don.christopher@att.net).

**For Sale:** Lotus memorabilia. I am reducing my collection of Lotus print memorabilia - magazines, brochures, etc. Most of it is from the early 90s (M100 Elan, Turbo Esprit), S2 Esprit and some other stuff. Also have *Autosport*, *Prix Editions* and *Chequered Flag* magazines from the same period. Still putting together the complete list. Alan, 206-855-9464, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).

**For Sale:** 2004 Volkswagen R32. Tentatively for sale. Black with black leather interior. 31000 miles. A 240 bhp/236 lb.ft., AWD Golf. Variable valve timing, intake length and exhaust. 2004 model year only limited edition. Alan, 206-855-9464, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).

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

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ELCC events are listed in **BOLD**

- 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
  - 16-17 Run To The Sea, Tacoma to Seaside, OR
  - 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
  - 30 SOVREN Maryhill Loop Hillclimb
- October
- 1 SOVREN Maryhill Loop Hillclimb
  - 6 BSCC Track Day, Bremerton
  - 7 BSCC Autocross Driver's School, Bremerton
  - 14 **Calendar Photo Selection at Park Place**
  - 14 NWARC Lapping Day, Pacific Raceways
  - 15 SCCA Regional Autocross #8, Bremerton
  - 21 CSCC Enduro, Portland International
  - 28 IRDC Driver Training, Bremerton

**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 folks, I'm afraid that this month's column is going to be a bit short. I certainly don't imagine in my wildest dreams that people are dying to read about my job in this space, but I won't let that stop me either. You see, the business I'm in is somewhat cyclical, meaning in practical terms that there are some weeks of light workload and long lunches, and there are some weeks of eyewatering terribleness. Guess which I'm living through right now. So I'm writing this as I dodge other responsibilities, something for which I apologize. Not that I figure my contributions to be gripping, highly anticipated, Pulitzer-quality material, but Alan works so hard on the newsletter that I hate to leave him with junk.

Anyway, the important fact is that it's September already and fall weather is on the way. Not only does that mean that I'm in busyland at work, it also reminds me of something that I really miss now that I'm more or less permanently set up here in Seattle. Back in the good old days, I used to live in the mountains of southwestern Virginia. As I prefer to remember it, fall there meant a long series of cool, brisk but sunny days. Football weather, a lot of people called it, something that I can understand, having enjoyed many such days in the stands watching my team lose. But more than football weather, I always thought of it as perfect driving weather. Throw a few things in the car and take a road trip. The heat and humidity of summer was gone but the gray, freezing cold was still a while off. It was the last chance to explore the backroads and fire trails for another few months.

**Member News** compiled from members

ALAN and ALI PERRY announce the birth of their son Ewan Gabriel on August 16. 6 pounds 3.2 ounces, 19 inches long. No issues. Quick labor.

MARK and TRACEY CLEAR have moved into a new house.

Doesn't anyone else have any member news? I am gonna start making up stuff soon.

Now I won't say that we never get days like that here, but they are few and far between, and somehow they rarely seem to fall on a weekend. Or at least a free weekend. And when I moved here, I was quite disappointed to find that unlike the enormous, virtually untraveled network of roads though the Appalachians, the more rugged Cascades were comparatively roadless. Couple that fact with the reality of the ever expanding suburbs and traffic and you realize that it's difficult to just head out for a day of touring the countryside. It's just something that I find that I miss this time of year. Of course, it's entirely possible that my memory has edited out the bad parts of the past, but I'll stick with my sotry for now.

Couple of club administrative bits to mention. First, as we cruise into fall, it's time to be thinking about what events we want to have next year. The only way I can arrange a given event is if I know that people want it. So load me up with ideas. Also, the Christmas Party is still homeless. If I don't get a volunteer soon, I'm going to have to book the Ballard McDonalds and nobody wants that. Well, I do have to admit that the ball pit could be fun, but beyond that, the atmosphere is lacking. We can do better than that. Imagine how grateful everyone will be. Imagine how we can arrange is so that you get the best present. Imagine volunteering.

Andy



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**All British Field Meet Photos** by Alan Perry



**Western Washington ABFM Lotus Results**

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

- 1st is car #500, a Blue 1962 Lotus Super 7 owned by BRIAN BECKMAN of Renton, WA
- 2nd is car #499, a Black 1966 Lotus Seven S2 owned by DON CHRISTOPHER of Everett, WA
- 3rd is car #135, a Black/Silver 1999 Caterham Super 7 owned by GREG STONEKING of WOODINVILLE, WA

LO02 - Elan, Elan+2, Europa

- 1st is car #521, a 1967 Lotus Elan owned by CHARLES CONTI of Seattle, WA
- 2nd is car #147, a Red 1972 Lotus Europa owned by GARY HOLT of GIG HARBOR, WA
- 3rd is car #184, a Yellow 1971 Lotus Europa owned by ROGER CROSHAW of SEATTLE, WA

LO03 - Elan M100, Late Elite, Eclat, Esprit

- 1st is car #201, a BRG 1995 Lotus Esprit owned by SEAN LANE of SEATTLE, WA
- 2nd is car #585, a Red 1983 Lotus Esprit owned by DARREN KLEISATH of Arlington, WA
- 3rd is car #552, a White 1976 Lotus Elite owned by DOUGLAS LACKSON of Seattle, WA

LO04 - Elise

- 1st is car #176, a Orange 2005 Lotus Elise owned by PAUL ARCHER of BELLEVUE, WA
- 2nd is car #249, a BRG 2005 Lotus Elise owned by MARK VELKY of PORTLAND, OR
- 3rd is car #492, a Red 2006 Lotus Elise owned by JULIAN SAYERS of SEATTLE, WA

**Club Drive to Windy Ridge at Mt. St. Helens** by Andy Keck

I'm going to throw out a bold proposition. From now on, all club events should start or end at a Krispy Kreme location. Nothing car really prepare you for a day of driving and camaraderie like stuffing yourself to the brim with donuts and then marinating the whole mess with some hi-octane coffee. This also probably would explain why our drive to Mt. St. Helens had as many as four bathroom stops on the way down alone.

Attendance was very good as we had more than double the amount of cars that I had predicted. I believe we also set a record for distance traveled to attend an event. John Schneeman's guest, Goran, flew out from Switzerland to attend our event and, coincidentally, test drive John's 23. And, aside

from the flying ants trying to carry away Tom Miller, environmental conditions were perfect. Beautiful weather with no major eruptions.

There was a small amount of tire to fender contact at one of the gas stops which I believe Alan has documented elsewhere in this issue (*Editor's note: nope, it wasn't visible in the photo*) and there was a particular Delorean driven in white-knuckle panic due to some stalling issues and poor Goran ran out of gas about 20 miles shy of the gas stations, but, beyond that, nobody got permanently lost, unlike the June drive. I'd call that 100% improvement!

