



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
April 2007

Type 72D Commemorative Elise Announced

The Lotus Type 72D was introduced during the 1971 season and was used by Team Lotus in Formula One until the middle of 1973. Emerson Fittipaldi won the championship in 1972 driving a Type 72D. As part of its sponsorship arrangement, the Type 72D was the first of the "John Player Special" Lotuses and painted black with gold pinstriping, the John Player colors.

In commemoration of the 35th anniversary of Fittipaldi's success in a Type 72D, Lotus Cars USA has launched the Type 72D Elise. This limited run of 50 cars will be sequentially numbered with documentation signed by Colin Chapman's son Clive and Mike Kimberley, Group Lotus CEO. A decorative Type 72D helmet and display case will be included with the car. The price will be "under \$60,000".

The Type 72D Elise will be distinguished by black paint with gold pinstriping and wheels, a unique rear spoiler, gold fuel filler and badging, two-tone Alcantara seats and gold Alcantara accents on the center console.

ELCC Hydroplane and Raceboat Museum Tour & Drive

When: Saturday, April 21, 9:30am

Where: Hydroplane and Raceboat Museum, 5917 South 196th St., Kent, WA

Host: Mark Sterner

Phone: 206-321-1337

And now for something completely different! For our next club event on April 21st, Andy has given me the privilege of arranging a tour of the Hydroplane and Raceboat Museum in Kent. David Williams, the executive director and expert on everything boat racing, will personally guide us on a trip "back in time" to vintage hydroplane racing. Back when the shores of Lake Washington roared with the sweet sound of WWII aircraft engines, hence their nickname "thunderboats".

The non-profit museum has dedicated itself to the restoration and maintenance of these vintage 32 foot long monsters. Many of the famous hulls of the past glory years have been resurrected to fully operational condition, complete with their huge 3000 HP supercharged V-12 Allison, Rolls Royce Merlin or even Griffon engines. There will be a \$5 admission fee and, if we can get a good turnout for this event, there may be a surprise for the club and the only hint I will give you is "NOISE". In addition, we also might be able to view a historic film showing some "thrills and spills".

The museum is a working museum, complete with a boat showroom, full restoration shop, driver memorabilia display, store, and a complete engine rebuilding room. The majority of the work done on the boats is done by dedicated volunteers, and the facility is funded by membership and donations. I had the opportunity back in 1993 to help restore the Stan Sayres owned 1951 Gold Cup winner Slo-Mo V. Sayres' Slo-Mo-Shun boats, their speed records, and their success against "rival" Detroit teams helped put Seattle on the map, back when the rest of the country thought that we were still in the "cowboys and Indians" era. Bringing that monster back to life from a bundle of sticks to its former glory was one of the emotional highlights of my life. "It's alive! It's alive!"

We will meet in the morning around 9:30AM to get "caffienated" and then drive down to the museum. After the tour, we will take a short run to Burien with a "spirited, but always careful?" drive on some of the roads that were part of the infamous "5-minute Club" back in the mid-1960s. We will then head back to the Des Moines area for lunch. So please mark your Lotus calendars for April 21st for a fun and memorable event and hope for good driving weather!

MORNING MEETING PLACE at the SAFEWAY store at 216th and Pacific Hwy S. (Hwy. 99) at about 9:30AM.

- From I-5 coming north or south, take the Kent-Des Moines Exit and head toward Des Moines (west).
- Go right (north) on Pacific Hwy S. to 216th.
- Large Safeway store is on the left.
- Meet under the Starbucks sign. Small coffee stand inside door of Safeway for your morning jolt.

We will then drive down to the museum as a group at 10AM.



Editor's Note

Three down, seven to go.

Yeah, I know the newsletter is late. Yeah, I know Mark's drive and tour of the Thunderboats museum is this coming Saturday. Sorry.

I wish I could have gotten this newsletter done sooner, but my schedule from March through May is usually very hectic and this year it has been even more hectic. Also, the April issue is normally when I run out of material and the Movie Night and Karting events don't generate a lot of words or photos.

This year, in addition to not even having the write-up for the ELCC Karting event, I was away on vacation and family business for over a week (my sister got married). Couldn't work on the newsletter then (I did try, though).

Luckily, Greg Heacock saved my butt with his article on the Team Renault Europa.

Enough excuses. Next topic.

I took my Elise out for the first time since August. I know it was August because the trip permit from the last time that I took it out was staring at me whenever I opened the garage. I discovered that the alarm had completely drained the battery again (so I had to buy a new one) and I had not completely tightened the oil filter when I changed it last August (so I had a big oil puddle under the car). Oh, well.

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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>

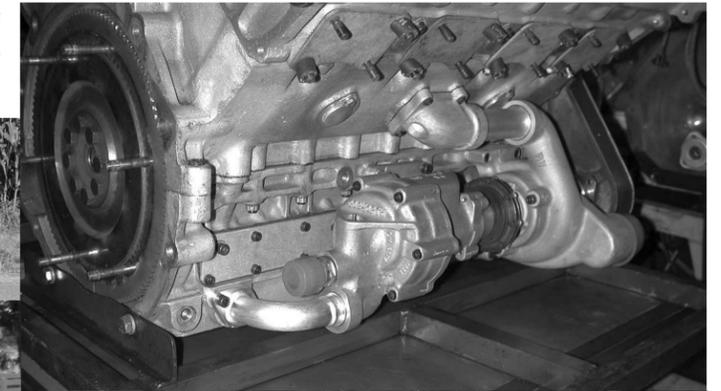
The ELCC officers are elected bi-annually and currently those officers are:

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

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Filler Photos by Alan Perry

Normally, the book review would go here, but I am late with this and it will take too long to write a review, so I am just going to put some photos here.



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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: 1970 Lotus Europa, runs and looks good, always garaged, MiniLites, some extra parts, unfortunately it needs a brake rebuild due to not being driven, \$8000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1969 Mercedes 280S sedan, looks and drives great, 60K on the odometer (really), automatic on the floor, needs carb rebuild, \$6000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1987 Porsche 944 Turbo, runs and looks good, 2nd owner, original except for adjustable Koni's (front and rear), passenger side airbag, excellent tires, fresh alignment, limited slip differential, 152K miles, \$9000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1974 Porsche 914 2.0L, good condition, no rust, 30K on engine overhaul, some extra parts, needs minor front end bodywork and paint, \$2000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1976 VW Bus, 7 passenger transporter, rare automatic, runs okay but has stuck lifter or slightly burnt exhaust valve, \$1000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1965 Volvo 122 sedan, runs and drives well, good original condition, some extra parts, daily driver, new timing gear, new radiator, \$2500 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1994 Lotus Esprit S4. One owner, all records, 10,800 miles, totally stock, 2.2 liter 4-cyl., Calypso Red with Barley (tan) leather, never raced, always garaged and covered, \$40K, wrmnich@comcast.net.



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ELCC events are listed in **BOLD**

- April
- 1 SCCA Regional Autocross #1, Bremerton
- 13-14 SOVREN Defrost Kickoff, Pacific Raceways
- 15 BSCC Autocross #2, Bremerton
- 15 NWARC Lapping Day, Pacific Raceways
- 21 ELCC Hydroplane and Raceboat Museum**
- 22 WWSCC Championship Autocross #1, Everett
- 28-29 SCCA Double Regionals, Bremerton
- May
- 5-6 ICSCC/CSCC Race #1, Portland
- 12-13 SOVREN Spring Sprints, Pacific Raceways
- 13 WWSCC Championship Autocross #2, Everett
- 19-20 ICSCC/IRDC Race #2, Pacific Raceway
- 20 SCCA Regional Autocross #2, Packwood
- 23 NWARC Lapping Evening, Pacific Raceways
- 26-27 Run To The Gorge**
- 27 SCCA Regional Autocross #3, Bremerton
- 27 BSCC Practice Autocross, Bremerton
- 28 BSCC Autocross #3, Bremerton
- June
- 8 NWARC Lapping Day, Bremerton
- 10 BSCC Autocross #4, Bremerton
- 24 SCCA Regional Autocross #4, Packwood
- 29-30 SOVREN Vintage Races, 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

Hi folks. Sorry about the late cancellation of our March Karting event. I know Dave felt bad about having to cancel the event, but it really was one of those things that happens without anyone being at fault. It will mean that if we reschedule the karting, we'll need to think a little differently about how we plan for the event and when we have it. If I understand correctly, the problem is that SyKart has been getting a lot more business now that one of their major competitors in the area has closed. So, where we always used to be able to squeeze our small group in without reservations, that's just not possible now, at least as far as Saturdays go.

That leaves us with a couple of options. First, it came up at our April Smarty Pants get together that while Saturdays may be out, there's apparently plenty of room for walk up karting on a Wednesday evening for example. Second, we could work on boosting attendance and reserve the whole track for ourselves. As Dave noted when he cancelled the event, we'd need at least 20 people to make that work out financially. That's more than have attended in the last couple of years, but not entirely unrealistic I hope.

That leaves it for us to discuss our options and consider dates for rescheduling. I've been puzzled by the relatively low turnout the past couple of years and am very interested to hear from anybody about why that may be. It seems like it's the sort of thing that's right up our alley and the the best guess I have right now is that maybe March is a transitional month and most of us haven't come out of our winter hibernation yet. Let me know what you think.

Miscellaneous Stuff

A reminder from Don Christopher to look through your ELCC collection for old editions of the *Lotus Lines* newsletter and old photos/slides so that they can be added to the elcc.org archives. Contact Don at don.christopher@comcast.net or 425-357-1476.

Pistonheads reports that now Dutch sports car maker Spyker is interested in buying Lotus. That rumor is now more than a month old, though. Last year Spyker bought the Midlands Formula One team, which had been the Jordan F1 team.

And that leads me to my next item. The ELCC discussion board is now up and running and, as I mentioned last month, I've gone ahead and invited all of you via email to join up. As I write this, 18 members have taken me up on the invite and I encourage all of you to join up and check it out. I'll start a discussion about our karting possibilities and I think that would be a great opportunity for everyone to chime in. Of course, you're always welcome to email or call me and/or grab me at an event.

Lots of event news this time too. Elsewhere in this issue you'll see the announcement and details of our group drive coming up at the end of May, the Return to the Gorge Rally as organized by Arnie Taub, and you'll see the call for entries to the Car Corral at this summer's SOVREN Pacific Northwest Historics. You have just over a month to get your ticket orders in to me, and while that seems like a lot of time, it goes pretty quickly. You don't want to be left out. Parnelli Jones will be in attendance, which will be especially interesting to me as my father always accused me of trying to drive just like him. I always took that as a compliment, but that's not how it was intended, I suppose. I really doubt that Parnelli ever tried to race in a battered Ford Tempo anyhow. It can't really be done and I think I proved it.

See you next month. If all goes well, I'll have two more events to tell you about. One coming up soon and one much later in the year. I'm waiting by the phone for final confirmation before I say anymore ...

The Pistonheads report also notes that VW, which has been in discussions with Lotus parent Proton in not interested in buying Lotus, which makes sense since Porsche owns a significant portion of VW.

The Colin Chapman Museum and Education Centre (located at the original Lotus site in Hornsey, London) is pushing to have facilities ready for the 2012 London Olympics. Check out <http://www.colinchapmanmuseum.org.uk/> for more info.

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1967 Europa, Serial #504 by Greg Heacock

This is perhaps the only works-supported Lotus Europa-Renault. It is even more unusual because it was campaigned by Team Renault, not by Lotus Racing. It has a documented race history including running a 4th at the 1971 SCCA National at Watkins Glen.



In about 1970 Renault had a solid sales footing in the US and was actively promoting an aggressive performance image, primarily through rallying. The competition director was Ocee Rich (a Seminole Indian) and he was interested in advancing Renault's performance image into road racing. He later was responsible for creating the SCCA Sports Renault (now Spec Racer) class – and following his racing career, he was a writer for the TV series 'The Twilight Zone'. Walter Koopman, a well-known racer and collector of French road racing cars, approached Ocee about the possibility of preparing one of the new Lotus Renault Europas for SCCA competition. Ocee readily agreed, a support agreement was reached, with special engines and gearboxes being supplied

Another eBay Special

The following Esprit racecar appeared on eBay a couple of months ago. Didn't have space to include it last month.

The description says that the Esprit body could not take the abuse so was discarded and replaced with a VW kit car body. The engine cradle is definitely from an Esprit and the engine is a normally-aspirated Lotus 907 (which is odd since the chassis looks like a Turbo one).

The pedal assembly, suspension, brakes and wheels are not original and look like serious race car bits. The eBay seller was in Oregon, so maybe someone local may have the full story on this car.

Photos courtesy of eBay.

by Team Renault, and Walt set about locating a suitable car and preparing it.

A yellow, low mileage used Lotus S1 Europa was purchased from a Lotus dealer in South New Jersey. Serial number 504, it is a late Series 1, sometimes called a Series 1-1/2 or Series 1 Mk1, and although it has the wood dash panels, some of the cockpit insignia and gauges still have the French writing of the early Series 1 cars.



With the budget from Team Renault, Walt made up a shopping list of just about every Renault and Europa aftermarket tuning part available and most of this collection is still with the car. Special assistance was provided from Renault with engine preparation and a special cam grind was done by Lunati along with competition rods and pistons from Gordini. Not a lot was permitted in the way of suspension or brake modification by the SCCA but the rear lower links were modified to permit camber adjustment. A roll cage was required and a very heavy-duty rollover bar and side intrusion member were installed, along with rear-facing braces which further stiffened the chassis. The rollover bar itself was located outside and to the rear of the small cockpit to provide the additional space for the driver.

The car was repainted in USA national racing colors, white with a blue center stripe, and some additional trim in orange. Prominent "Team Renault" logos with the Renault Diamond were painted on the rear "wings". Team Renault dictated the livery. Walt was also required to obtain an FIA license and list Team Renault as entrant, in order for



Renault to be able to trumpet any track success. Several photos of the car in its original livery appear here.



The car's first outing was at an SCCA National at Watkins Glen. At this time the SCCA seemed determined to handicap Lotus cars, the history of the classification of the Lotus Seven being a perfect example. They did not intend making things easy on the Europa either, and decided to classify it in D production, essentially a 3 liter class for things like Big Healeys and Alfas. The Europa performed well despite the classification. To quote from "The Renault Guide", 1st Quarter 1972, Vol. 1, No. 1, a promotional publication by Renault USA, in "Team Renault News"; "Another Renault-powered machine, the Lotus-Europa driven by Walter Koopman, which entered the fray late in the season, demonstrated that it will be a contender by closing quickly from last in a field of 44 at Watkins Glen to Fourth before a broken Lotus part forced its retirement."

Walt related the story that for this first race they were running wide gumballs that over-stressed the chassis and broke a suspension part. They later had far better luck with harder compound narrower tires. Walt remembers that his best result was a third at a Summit Point event, and that the car was raced a full season of Nationals and Regionals in 71/72. Outings also included Nelson, Bridgehampton, and Bryar.



2007 SOVREN Pacific Northwest Historics, June 29, 30 and July 1 by Andy Keck

It's time to order tickets and reserve your place in the Car Corral for this summer's Pacific Northwest Historics.

If you've been around long at all, you know that the Pacific Northwest Historics is the premier vintage sportscar race in the Pacific Northwest. But I'll bet you didn't know it's the largest event of its type in the USA where all proceeds go to a charitable cause. All of the entry fees and any other donations go to the uncompensated care fund at Children's Hospital. The featured marque is Camaro this year and Parnelli Jones (after whom I was almost named) is the guest celebrity.

Ticket prices are the same as last year at \$25 for any one day and \$40 for the 3-day weekend. That price is for either a car

Return to the Gorge Car Tour and Rally

Several members have asked that we return an overnight destination type drive to our calendar of events. After some discussion, Jim Taylor proposed that we simply take advantage of one of the tours hosted by Arnie Taub, also the organizer of the All-British Field Meet. And a brilliant idea it is.

The 9th Annual "Return to the Gorge" is open to all cars. The dates are May 26-27. This tour, on your own, will take you south through the back country to the Washington side of the Columbia Gorge, to our final destination at Hood River, OR. The Hood River Inn will be our host hotel. We have arranged a dinner where we will have the opportunity to go over the days events and award prizes. On Sunday morning, we will meet up again and head north using a different route. These are roads you have probably never driven. Through great places like Kelso, Napavine and Onalaska. This is not a rally, there are no traps. Run in the style of European events you will be given maps and instructions to make your drive a pleasant one.

You will arrive at the Inn around 5:00pm and have time to take a dip in the pool before meeting for Cocktails and Dinner. After dinner there will be an awards presentation and raffle prizes. On Sunday morning, join us for breakfast then afterward we will have a drivers meeting giving you return route options.

Can't stay overnight? You can still join us for the Drive only or stay for dinner and you could still be back in the Seattle Area by Midnight.

This is a fun event and a great opportunity for us to take advantage of Arnie's expertise as well as leveraging the power of a larger group to get us a better deal than we could get on our own.

There's far more detail as well as all the signup info at: <http://abfm.com/gorge.htm>

Please let me know if you plan to join me for this fun weekend. If there are enough of us attending, we can make a few special arrangements of our own!

