



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



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
August/September 2007

## “Made in China” labels for Lotus. Or Not.

According to widespread reports in the Chinese media, Lotus has decided to expand production capabilities (or reduce production costs) by having their cars (the reports mentioned the Europa S specifically) assembled in China. Bus maker Jinhua Neoplan would receive “kits” from the UK and assemble them. They would also be assembling Proton cars. The deal called for Jinhua Neoplan to build around 150,000 cars per year for Lotus and Proton. Production could start by the end of the year.

However, these reports were quickly denied by Lotus. In a statement released by Lotus: “The company does not normally respond to individual articles in the media, but occasionally we feel it necessary to comment directly to set the record straight about specific rumors that could affect staff morale or performance. There has been comment in the Chinese press that two Lotus sports cars will be put into production in China by the end of the year. This is not true. Staff has been briefed by Mike Kimberley on plans for the company for the next five years. Those plans do not feature the manufacture of Lotus cars anywhere other than at Hethel. In future please treat such press comments with the scepticism they deserve.”

Lotus has a previously announced engineering contract with Jinhua Neoplan’s parent Jinhua Youngman to develop a sedan for the Chinese market, so perhaps that is where the rumor came from.

Early in the production life of the Elise, there was a proposal to expand production by building cars in Malaysia (VIN coding was even reserved), but it never happened.

## Time Magazine Lists Type 14 Elite Among Worst Cars Ever

In an article to commemorate the 50th anniversary of the launch of the Ford Edsel, Time Magazine has put together a list of the 50 worst cars ever and included the Type 14 Lotus Elite on that list. So you don’t have to visit their web site or buy their magazine, here is an excerpt where they describe the Elite:

“Fiberglass was the '50s carbon fiber — tough, versatile, lighter than steel and more affordable than aluminum. The Kaiser Darrin and Corvette sports cars were wrapped in fiberglass bodies, for instance. Colin Chapman, the founding engineer of Lotus, was bonkers for weight-savings. It was inevitable that he would be drawn to the material. And so, the Elite. Weighing just 1,100 lbs and powered by a punchy, 75-hp Coventry Climax engine, the Elite (Type 14) was a successful race car, winning its class at the 24 Hours of Le Mans six times. It was also a lovely little coupe, which made the moment when the suspension mounts punched through the stressed-skin monocoque all the more pathetic. The unreinforced fiberglass couldn't take the structural strain. In Chapman's cars, failure was always an option.”

As with other entries in the article, the Elite section is full of misinformation. There was no rhyme or reason to the remainder of the list. It is like they were trying to offend lots of people to get them to visit their website or pick up the magazine.

## West Side Drive

When: Saturday, September 22nd, meet at 9:30am, drive starts at 10am  
Starts: McDonald’s, Olympic Center Shopping Center, Gig Harbor, WA  
Host: Alan Perry, (206)499-5501, alanp@snowmoose.com

Come out and enjoy a scenic drive on the west side of Puget Sound. The drive starts in Gig Harbor. From there it will go through Belfair via Allyn and then follow a path through a new variation on the same roads used in the West Side Drive two years ago. The drive will end in ... Who knows? I am making this up as I go along, so the end is yet to be determined. If there is sufficient attendance and interest, there will be two routes, one for scenic touring and one for more spirited driving. Look forward to seeing you out there.

Directions:

- From I-5 in Tacoma, take the Hwy 16 exit towards Bremerton/Gig Harbor.
- After the Tacoma Narrows Bridge (free direction), drive 2 miles and take the Olympic Drive NW exit.
- Turn Right at the traffic signal onto Olympic Drive NW.
- Turn Left at the first opportunity into the Olympic Center shopping center.
- McDonald’s is across the parking lot to the left, across from Fred Meyers. The meeting place is in the parking lot between McDonald’s and Wells Fargo.



## Editor's Note

Notice how this is a combined August-September newsletter? The next combined newsletter wasn't supposed to happen until November-December, right? I blame acute volunteer fatigue. I hope I have 3 more newsletters in me!

It is pretty discouraging knowing that no one has stepped up to be editor next year. Obviously, the job can't be too hard because I can do it. Half of the newsletter is taken up by content that does not move, like the ads, masthead and publication info. It is not that hard. It just gets kinda old after more than five years.

I really hope that someone takes over because I really am stepping down after the December issue.

On another note, at the Alfa track day mentioned elsewhere in this newsletter, I was pitted next to another Elise owner. He was not a club member. He was at the Group 2 tour earlier in the year, but he was not interested in joining ELCC because it seemed to him that no one in the club ran their cars in track days. Seems like an odd thing to say to an ELCC member at a track day with him. He said that he didn't see much point in owning a Lotus if you didn't take it to the track once in a while.

Actually, I don't know why I don't see more of you guys at the track. Oh, wait! Before last July, I was last at the track in 2001.

I need to convince Schneeman to bring his Motorsport Elise.

*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	(206)390-3870
	<a href="mailto:andykeck@mac.com">andykeck@mac.com</a>	
Membership:	Jim Taylor	(206)232-2237
	<a href="mailto:jimtaylor@seanet.com">jimtaylor@seanet.com</a>	
Treasurer:	Dave Billings	(206)241-2167
	<a href="mailto:elcc@bilcoh.com">elcc@bilcoh.com</a>	
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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:** Large Andretti JPS silkscreen \$40, four 5-1/2x13 slot mags for Elan/Europa \$120. David Miller (360)604-4310. [davemarylee@msn.com](mailto:davemarylee@msn.com).

**For Sale:** 1969 Lotus Europa S2 (type 65). White with black interior, 68000 miles. BBS type wheels, \$8900 OBO. Michael Johnston (253)973-6893/(253)265-2392, [dianej@ix.netcom.com](mailto:dianej@ix.netcom.com).

**Wanted:** 1 set of Elise wheels. Chris Curtin (360)370-5531.

**For Sale:** 1600 Cortina head. Used, but not by me although I've been moving it around for 35 years! \$40. Can deliver near I-5 or 405. Chris Curtin (360)370-5531.

**For Sale:** 1970 Lotus Europa S2, light blue, 63k miles, excellent condition, runs and looks great, MiniLites with Bridgestone RE-71 tires, everything works (I fixed the brakes), adjustable rear sway bar, some extra parts (cross-flow engine in pieces, two transaxles one whole and one in pieces). The first owner had it for about one year. I purchased from second owner located in San Diego around October 1998, always garaged, \$7700 obo. [jimtaylor@seanet.com](mailto:jimtaylor@seanet.com).

**For Sale:** 1965 Volvo 122, gray, sedan, runs and drives well, good original condition (great starter for a restoration), some

extra parts, daily driver, new timing gear, new radiator. Needs paint, headliner, and misc TLC, \$2250 obo. [jimtaylor@seanet.com](mailto: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](mailto:jimtaylor@seanet.com).

**For Sale:** 1994 Ducati 900 SS/SP, red, runs and looks great, stock except for flat slide carburetors, good tires, always garaged, second owner, owned since 1994, 15k miles, \$4400 obo. [jimtaylor@seanet.com](mailto:jimtaylor@seanet.com).

**For Sale:** 1985 Lotus Turbo Esprit. 45,000 miles. Used as regular driver, Lotus maintained, BRG/Gold, BBS wheels, CD, A/C, \$15,800. (509) 447-3344 (Home). (509) 280-2478 (Cell). Robert Ewens.

**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](mailto:wrmnich@comcast.net).

**For Sale:** 4 Cosmic wheels 6 x 5.5 x 13 with spacers, lug nuts, and custom Lotus center caps. Good condition. \$300. Chuck Conti, 206-310-7884.

**For Sale:** 4 assorted tires (13") for early Lotus. \$25 each. Chuck Conti, 206-310-7884.

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ELCC events are listed in **BOLD**

- September  
1-3 **SOVREN Columbia River Classic, Portland**  
2 **SCCA Regional Autocross #7, Bremerton**  
3 **BSCC Autocross #7, Bremerton**  
13 **NWARC Lapping Day, Pacific Raceways**  
15-16 **ICSCC/CSCC Race #11, Portland**  
**22 West Side Drive, Gig Harbor/Belfair**  
22-23 **SOVREN Fall Finale, Pacific Raceways**  
29-30 **SOVREN Maryhill Loops Hill Climb**

- October  
7 **WWSCC Championship Autocross #8, Everett**  
12 **BSCC Track Day #4, Bremerton**  
13 **BSCC Autocross School, Bremerton**  
14 **BSCC Autocross #8, Bremerton**  
20 **IRDC Enduro, Pacific Raceways**  
21 **SCCA Regional #8, Bremerton**  
27 **IRDC Track Day, Bremerton**

- November  
28 **NWARC Novice Drivers School, 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**

Here is the word of the month: Elections. That's right, it's time to start planning for next year's club leadership. You'll probably gather from this that I'm a little fuzzy about the specifics of how we do this and that's correct. I have no particular idea of how elections have operated in the past. But never fear, we can forge ahead and gather names of candidates and I'll be back in this space next month with actual firm detail, provided, of course, that people who do remember how this works reply to my email pleas for help.

So, specifically, here's what we've got. I am coming to the end of my term as Chairman and, as fun as it's been, I'm going to take the high road and resist the temptation to seize permanent power and declare myself Dictator-for-life. Which is all well and good as it's been pointed out that I just am not really cut out to be a dictator anyhow. I think in part because I don't have a really cool pseudo-military uniform.

Also, Jim Taylor, after some really large number of years of service to the club, has indicated that he's ready to step down and have someone new take over the membership responsibilities. The membership officer knows where everybody lives and can call anyone at a moment's notice. Well, in reality, we all can do that thanks to the published roster. But the membership officer gets to do all that first.

Finally, Dave Billings, who has served for quite a while as well, has said that he's ready to hand over the reins of the treasurer position. This is a role with serious power. Will there be donuts and coffee at the next event? Beer at the officers' meeting? The treasurer knows.

Now, the good news is that we already have a volunteer for each of these positions, and, if necessary, we could move forward with no interruption of service, so to speak. But to be

**Miscellaneous DeLorean News**

ELCC member MARK STERNER's DeLorean was featured in the latest calendar from Griot's Garage.

UK magazine Auto Express reports that the Lotus-designed DeLorean may be returning. DeLorean Motors Cars (Texas), which sells parts and services DeLoreans, has indicated that they may start a limited production run.

completely fair and transparent, I want everybody to know that these positions are going to be filled and I want to give any interested members the opportunity to throw their hats into the ring. My understanding is that in the past, we haven't particularly been besieged by volunteers, and that it's been the responsibility of the current office holder to find and coerce (beg?) their replacement, and that's likely to take place again, but if you are interested in any of the positions, just let me know and I'll put the details together.

There's another position in need of filling, possibly the most important role in the club. That's right, we need a new editor for the newsletter. Alan has done the job well for six plus years if I recall correctly and deserves his well earned rest. But, unlike the other spots, this is one that we do not yet have any volunteers for. And that's kind of a shame. It's a fun role that has a lot of impact on the well being of the club. To slide back in to the dictatorial metaphor, it may be time for me to turn loose my cadre of arm-twisting goons. Seriously though, if you're interested, but perhaps a bit intimidated by the technical or the organizational aspects of the role, both Alan and I can provide all kinds of support and instruction. Nobody in this club has to do any job without assistance. So come on, let's see someone step up to this role. Get in touch with me or Alan to express interest and ask questions.

Also, I still don't have a volunteer for hosting the Holiday Party. Last year, I noted that if we don't get a volunteer, we'll have the party at some inconveniently located McDonalds. This year, I'll raise the stakes. If I don't get a volunteer soon, we'll be reduced to having the party in the back of a McDonald's parking lot. Please consider helping if you can.

VP John Espey says "A lot of people are interested in the car because of the story behind it. Guys who were in their teens when they first saw the movie are now in their late thirties or early forties, and would pay good money for the car they wanted as a kid.

"We are confident there is a market for 20-25 hand-built versions each year."

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## **Bainbridge Island Fourth of July Car Show** by Alan Perry

Yeah, I know. The 4th of July was a long time ago.

Like a bunch of other places during the summer, Bainbridge Island has a classic car show. The Bainbridge Island show is held on 4th of July and it coincides with a parade through downtown. Since I live there, I have been bringing a car for the last few years.

I try to do something different every year and, finding it hard to top bringing my Elise without its clamshells, I borrowed John Schneeman's Motorsport Elise. It was well received.

ELCC member Robert Brill brought his Turbo Esprit (according to the roster, he also has a DeLorean), but, while I saw the car, I never saw him. ELCC member Tim Taylor came by, but didn't bring his Elise this year.

While I was there, I had a nice chat with long-time, on-again, off-again ELCC member Bob Morris. He was open to having another tour of his garage

In the past, entrants in the car show were also given the option to participate in the parade, but that didn't seem to happen this year.

What am I going to do for next year's show?



## **Alfa Club Lapping Day at Pacific Raceways** by Alan Perry

After a hiatus of several years, I finally found another opportunity to run the Elise in a track day.

I last ran the Elise on the track in 2001. I was signed up for an Alfa Club Lapping Day last August, but my new son decided to be born the day before and our family was heading home on the Lapping Day.

I have a 97 Elise that I drive on trip permits. A trip permit is good for three days. The Lapping Day was on a Thursday and the All British Field Meet was on the following Saturday, so that worked out nicely.

Last year, my Elise needed front tires. Early Elises like mine have a tire issue. The car is so light (400 lbs. lighter than the US model) that it is harder to get the tires up to operating temperature and most modern tires are made of compounds set-up for heavier cars. Lotus selected a particular model tire made at particular factories. The Pirelli PZero Assymetricos made in Italy were OK and the ones made in Germany weren't. Or something like that.

The point is moot now because the Pirelli PZero is now a completely different tire from back then and Pirelli doesn't make the Elise size anymore anyway. Lotus worked with Yokohama to make tires specifically designed for the early Elises. However, they are fairly expensive (almost \$800 a set) plus they are only available from the UK or Europe (I was quoted another \$150/tire for shipping). Last year, I was able to pick up a set of Toyo T1Rs in the correct size for \$70/tire. That was cheap enough just to try them out.

At the Lapping Day, I ran in the novice group while I got used to the new tires. When cold, the rears had no grip compared to the front and I almost looped it coming out of turn 3B. When the tires warmed up, the front and rear grip was close enough.

When I last ran the track, it was before the split in the front straight. I was having a hard time getting used to it and the resulting difference in approach speed to turns 1 and 2. Also, I was getting weird wind noise off of my helmet there (at top speed) which sounded like engine problems, so I was backing off.

At the end of the session, I heard a bolt rolling around on the floor. I pulled back into the paddock and found a seat belt bolt. Looking at the seat belt hardware, I saw that the driver's side inertial reel was hanging loose.

It turns out that when I replaced a damaged seat belt bolt eight years ago, I got a bolt that had a slightly larger diameter than it should have been. The threads matched, so the bolt was able to tap the hole larger (it just felt like it was cleaning debris out on the threads as I tightened it). Then, last year, when I had the seat belts out to remove the rear bodywork, I swapped the bolts, so the smaller bolt was in the larger hole. After a year of driving the car like this, the bolt pulled out of the hole.

It was easy fix and the inertial reel is now secured. I'll be back out at the next Lapping Day on Sept. 13th to try again.

## **All British Field Meet** by Andy Keck

With the troubles I've had with my car recently, the big question for me about the ABFM was not if it would turn out to be an enjoyable event, but if I would even be there at all. Fortunately, my car was repaired and ready to go, if a little dirty thanks to the limited prep time. Unlike last year, the weather turned out to be quite pleasant, so the stage was set for a fun day of cars, chatter, and hunks of fried potatoes the size of an average person's head.

Despite some initial fears about a weak turnout from the Lotus crowd, the late entries more than filled out our numbers. We ended up with more than twenty cars, with Seven, Elans, Europas, Esprits and Elises (S1, S2 and Motorsport cars) all well represented. Even an Eleven. There were a couple of notable gaps as neither Alice Larson nor Ralph Neil brought their cars. Alice's Seven apparently called in sick and refused to make the trip, and Ralph is still building his new CSR as parts arrive. Jim Taylor's car was a source of excitement, both because we hadn't seen it at an event in a while, but also because he arrived without the full complement of wheel nuts. Nothing quite like living on the edge, I guess.

The rest of the show was as we've come to expect - a nice looking array of all sorts of British cars right up to the present (note; please send me one of those Aston Martin V8s from Park Place. Please). The Alpine Tiger and the rest of the Rootes Group cars were the featured marque this year so there was an especially good turn-out from that direction as well.

Some of the less common cars were particularly interesting this year. There were two Ariel Atoms this time, as well as an open topped Ultima, a car I've never seen in real-life, much less registered for the street. The always-cool GT40 scraped it's nose coming into the lot with the same casual air that I would exhibit bottoming out my old Beetle in my parents' driveway back in high school. On-and-off club member Greg Whitten brought his 1935 E.R.A. Grand Prix car that had been campaigned with great success in the late 30's by Prince Bira of Thailand. That was an amazing car,

and in incredible condition too. It looked like after it's last race it got a good wipedown and then got sealed up for seventy years storage.

The awards ceremony had its amusing moments, from the same mispronunciations as every year (Es-spirit, Chatterham), and a surprise to all of us present when Chuck Conti (pronounced Contini, apparently) who had not even attended, won a second place trophy. Turns out that Randall attended in Chuck's place but the records never got updated.

The results are as follows:

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

1st is car #332, a Yellow/Green 1973 Caterham Super 7 owned by Robert Caldwell of Lake Stevens, WA  
2nd is car #467, a Black/Alum 1966 Lotus Seven owned by Don Christopher of Everett, WA  
3rd is car #506, a 1956 Lotus Eleven LeMans owned by Stan Murray of Horseshoe Bend, ID

### LO02 - Lotus - Elan, Elan+2, Europa

1st is car #137, a Red 1972 Lotus Europa owned by Gary Holt of Gig Harbor, WA  
2nd is car #190, a Blue 1966 Lotus Elan owned by Randall Fehr of Seattle, WA  
3rd is car #310, a Yellow 1971 Lotus Europa owned by Roger Croshaw of Seattle, WA

### LO03 - Lotus - Elan M100, Late Elite, Eclat, Esprit

1st is car #483, a BRG 1995 Lotus Esprit owned by Sean Lane of Seattle, WA  
2nd is car #358, a Red 1984 Lotus Esprit owned by David Munroe of Vancouver, WA

### LO04 - Lotus - Elise

1st is car #460, a Blue 2000 Lotus Elise owned by John Schneeman of Burien, WA  
2nd is car #179, a BRG 2005 Lotus Elise owned by Mark Velky of Portland, OR  
3rd is car #122, a Orange 2005 Lotus Elise owned by Paul Archer of Bellevue, WA

