



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



LOTUS LINES

Newsletter for the Evergreen Lotus Car Club - November 2008

RAMBLINGS FROM THE CHAIR:

In the July 2008 issue of MotorSport magazine, author Simon Taylor interviews Lotus racing icon Peter Warr. Peter was Colin Chapman's right-hand man from about 1958 through the F1 glory years, and continued to be the team boss for about seven years after Colin's death. The author states that nobody knew Chapman better, or worked with him more closely.

I found the article extremely interesting and I wanted to share with you some of Mr. Warr's opinions of some very significant Lotus people of the past. Space

restrictions don't allow me to deal with them all, but I will attempt to paraphrase some of his thoughts and feelings about some of them as told to Mr. Taylor:

About Colin Chapman - Working for Colin was complete lunacy. A demanding but strong leader and motivator. Short fuse, violent temper, but usually short lived. Generous. Feels that Chapman didn't really invent much, just developed and refined ideas of others to apply to his race cars. Colin was annoyingly right "most of the time", but when he was wrong he was "very wrong", and usually blamed others, with Peter bearing the brunt more than he could stand. However, Colin usually would write a letter of apology along with a gift to ease the tension. This "treatment" led to Warr going to Wolf and Team Fittipaldi for about a four year period, before returning again to Lotus. Colin understood Warr's reasons and considered

his departure a "leave of absence", and they always remained friends through it all.

-About Jochen Rindt - Difficult relationship with Chapman, because of his argumentative and opinionated nature (so different from Clark's). Rindt was also managed by Bernie Ecclestone (yes,



the same) at the time, who continually cautioned him of the "fragile" Lotus engineering, of which Warr feels was an undeserved reputation. Rindt did not like to test and even suffered from motion sickness while driving. At the time of his fatal accident at Monza in the 72, he was insistent about trying the car without the rear wing for qualifying, totally against Chapman's wishes, in order to get a higher top speed on the fast circuit. Rindt had also failed to adjust the rear brake balance to compensate for the lack of downforce, or bring the mix of hard and soft compound rear tires (used because of Monza's mostly right-hand corners) up to proper temperature. This caused unstable braking conditions and the car spun into, and under, the Armco barrier, swapping ends and going along it backwards. Jochen wasn't wearing his much disliked crotch belts, and the impact tore off the

continued inside

EVENTS

December 6th
 EICC Holiday Party
details inside



WHAT IS IT?

Where were you?

..... Classified advertisements are free for ELCC members, and pricing for non-members is available on request. For adding or removing advertisements, please send them via email to classifieds@elcc.org or by calling (206) 686-7326 by the 10th of each month.

Do you have a favorite drive, or want to hit a track day, or just do the car thing? Put together an event or get in touch with one of the club officers who will help with the logistics. It is easy, and we need your participation.



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LOTUS 18/21 FORMULA 1 GRAND PRIX CAR

UDT LAYSTALL Team Car, 1961. WINS (2) BY STIRLING MOSS and Maurice Trintignant (PAU GP).

Other drivers--Cliff Allison, Henry Taylor, Masten Gregory (US GP)/Oliver Gendebien, Graham Hill (two seconds), Lucien Bianchi, and Adam Wylie. FIA Papers and Historic Technical Passport. Very good mechanical condition - 1.5 L Coventry Climax FPF Hewland HD5 Transmission with spare set of internals. Last raced at Silverstone, Isle of Man, and Goodwood. Ever have any thoughts about racing at places like Goodwood, Silverstone, Spa, Monza, and Monaco? This car can get you there--If I did it, you can. The Historic Technical Passport is the key. The car has been residing in a Hanger at Paine Field, Everett WA, with occasional outings for track days. Tim Towey 425-454-0610 timtowey@comcast.net

2005 Lotus Elise - \$31,751 (Fife). Nightfall

Blue with black. 3M, hardtop and backup camera. 9.5K miles. [Ed: Infinity dealer has reduced price recently. Make an offer!] 888-651-5867

1988 Esprit, \$14,900 (Wenatchee WA). 67k miles.

Rebuilt turbo, water pump, clutch, good working order. Contact sale-907489354@craigslist.org. [Ed: listed for \$15.9K on craigslist, but \$14.9 buy-it price on Ebay]

Racing Clubs

BSCC: Bremerton Sports Car Club <http://www.bscc.net>
360-697-1761
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.itscc.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>

1985 Lotus Turbo Esprit. 45K miles. Used as a regular driver, Lotus maintained, BRG/Gold, BBS wheels, CD, A/C, \$14,800. Robert Ewens (509)447-3344 (home) or (509)280-2478 (cell).

1970 Titan Mk6 Formula Ford. Available in the spring. I am almost done restoring it, but have no desire to race it. Offering for sale now to allow buyer to select paint color, etc. while it can be easily changed. Ground up restoration. Low hours on engine. Lots of documentation. Spares package. \$17,000 obo. Alan Perry, alalp@snowmoose.com.

Looking for a Lotus car or parts? The below ads have been spotted in various sources. Note: The below ads have no known affiliation with, nor are endorsed by, the ELCC. This info is being provided to assist members in their search for cars and parts.

2003 Lotus Esprit - Twin Turbo V8 - \$52,000. 12,000 miles, Silver. contact kevin@connells.net or (206) 661-8745

2005 Elise, BRG with black. Sport pkg. 13,000 miles. \$32,995. M Cars Seattle (dealer) (206) 579-2662

1991 Lotus Elan, Red. Turbo, new custom wheels and tires and factory wheels. 97K miles, \$9,000. Call Rich (425) 771-3007 [Ed: Price lowered \$1500!]

1976 Lotus Elite, Red [Ed: This car took first in category at ABFM 3 years ago, VERY clean] \$12,500, Burnaby Canada. 778-888-8605 or kpmoroney@shaw.ca.

ELCC TRIVIA

What ELCC crisis occurred in late-1987, as documented in the newsletters editions from that time?

Last Months Trivia Question: Who founded the ELCC and when? The ELCC is generally considered to have been founded by Terry Elmore in 1984

Car Clubs

ACNW: Audi Club Northwest <http://www.audiclubnw.org>
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>

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EVENT DETAIL

ELCC Holiday Party

Saturday, Dec. 6th, 6PM-10PM

Douglas & Carol Jackson

220 West Howe St., Seattle 98119

Doug and Carol Jackson have kindly offered to host our 2008 Holiday Party at their home on Queen Anne Hill. In talking to Doug, he uses terms like "a crackling fire", "hot mulled wine", and "Victorian architecture", all which conjure up images of a Norman Rockwell-like setting!

They will provide the main course, probably a ham or turkey, along with some light beverages. It is up to the rest of us to complete our menu potluck style. Please note on your Evite response what you will be bringing, so we can have a lot of different items for our traditional festive feast. Also please bring your own favorite beverage.

We will also be having our traditional gift exchange, with spirited rules for trading that I still have trouble getting straight, but always brings laughter to all. Please bring a Lotus-related wrapped gift in the \$20-\$30 range to add to the fun, and beware of the "Blue Bugatti", hiding under the tree and perhaps heavily disguised!

Hope to see you there. Let's have some year end fun, with great hope for 2009!

Specialty Cars

AUTO SERVICE LLC

Serving English, Italian and other cars of special interest such as Vintage and Antique automobiles. Owner Graham Willie has been servicing Lotus and other specialty automobiles for more than 35 years.

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Evergreen Lotus Car Club members will always receive 10% off labor charges when they mention this ad.

ATTENTION ELAN SPRINT OWNERS (PAST AND PRESENT)

Tom Wilkes has set up a web site dedicated to the Lotus Elan Sprint. It lists all Sprints manufactured at Lotus and is intent on recording as much as is possible about them as they left the factory. Including, the VIN, date of manufacture, batch number, unit number, type, original colour code, and engine number. If possible, they'd like the date of first registration or invoice. There is also a notes column for the unusual or to log modifications.



Since the site went live he's had good response from Elan Sprint owners. Tom received help from Andy Graham at Lotus, who supplied the data for UK Sprints with unit numbers from 0501 onwards. Unfortunately, the records for cars with earlier unit numbers were destroyed in a flood at

the factory in the late 1970's.

Tom is reaching out to owners, past and present, to contact him with details of their car, especially UK cars with unit numbers before 0500, all Federal, European and Export type Sprints. He is especially interested in copies of the original Sales Book sheets which the factory sometimes sent to owners when they enquired about their cars.

The key is original information. This site seeks to provide Sprint owners and enthusiasts with a source of reference information. Club members should contact Tom through the web site, www.lotuselansprint.com, via e-mail, timwilkes6@gmail.com or by calling him at 00 44 7720 288100.

ON THE EVORA

Within the ELCC Google Group there was some discussion regarding the rear seat of the Evora. Automotive Engineering, the publication of the Society of Automotive Engineers, indicated that the rear seat was designed to accommodate the fifth percentile person. Hmm, General Motors in the fifties and sixties were known to be ruled by 'design' and of late by marketing, which has gotten them so far. I question the logic of the fifth percentile seat – but there it is.



LETTER FROM THE EDITOR

The pounding rain outside reminds me that summer is over and the dark, wet winter is on its way. Our summer was overly rushed and we struggled to get a few newsletters out. The economic chaos unleashed upon the world following the start-up operations at CERN – come on, you know that you've been surprised not to hear the conspiracy theories about that, which can only mean that there is something there, right? In any event, the state of economic matters affects our automotive world in-so-far as it is placing the automotive industry in turmoil, as Lotus actually reports a profit. Go figure.

The potential collapse and almost certain bail-out of the Big Three doesn't really seem to mean much to the likes of small marquee fans, however, as I write this an interesting article played on NPR. They report that European manufacturers are concerned about the American auto biz in that sales to GM and Ford of Europe are seen to keep the parts suppliers

there in business and, by and large, without those revenues they would be put into difficult straights or they too might go out of business. Here in the states it is estimated that one in ten jobs is based on the auto industry. These are tough statistics to track and really need to be explained, back in the early nineties we were told while I was at GM, that nearly one third of all domestic economic activity was related directly or indirectly to the manufacture and sale of cars. This seems a bit portly but not entirely out of the question, depending on how you measure the sale of a cooler and fishing rod to an assembly line worker. It was once said, "That what is good for GM is good for the America." Again perhaps a bit over the top, however, one can not deny that the US auto industry needs to find itself and we'll all be better off once it does. The British auto industry at large, I dare say, is not the best example to follow, though it sure looks like the way we are heading. However, if we spawn a few more Lotus like companies along the way, well, then I'm OK with that.

CHANGE HAS COME...



When Lewis hit the circuit last year, I started pulling for him and we actually saw his first win at Canada. Interestingly returning from Canada, we shared a plane to Detroit with the TorroRosso team and Mario Theissen from Sauber-BMW, who was in the back of the plane. As the season progressed, I began to have less respect for the young chap. Certainly he was fast, bold, and willing to dice it up but, somehow the Ron Dennis protégé formula started to seem too contrived. Might have been when he plowed into Kimi at the closed exit of pit lane.

It is hard to really pull for the guy when going into the final round in Brazil amidst his race was really against himself and his own impetuosity. He's lived the teenager's dream, has gotten to drive what might be the top F1 car (close call between the silver arrow and the prancing horse) there is in his first seasons, and won the championship, but it will take him some time to place among the greats, though he is off to a roaring start.



Young Englishman Lewis Hamilton became the youngest chap yet to win the Formula One World Championship – a bit over three months shy of 24 years old. He narrowly beat out Felipe Massa in the closing rounds of an overall exciting year of competition in F1. His is a fabulous story: discovered by Ron Dennis karting at 12 or so, then getting signed on with McLaren as a young teen – imagine the driving games he had! Then hit the cover of Autoweek as he entered GP2 as someone to watch. His championship was inevitable. Through our anglophile prism, we note that Woking, Surrey based McLaren were not able to eclipse the Scuderia from Maranello for the constructors championship.



LOTUS HELPS HYBRID RACING

Lotus Engineering is supplying technical expertise to Oaktec in developing racing technology that exploits the performance potential of the petrol electric Honda Civic Hybrid will compete on the racetrack with ultra low exhaust emissions and high fuel efficiency. Oaktec, a specialist in energy efficient vehicle design, approached Lotus Engineering to investigate areas of battery and system control technology that enable maximum racing performance and efficiency from technical exercise and one that Lotus Engineering has the experience and expertise to help deliver.



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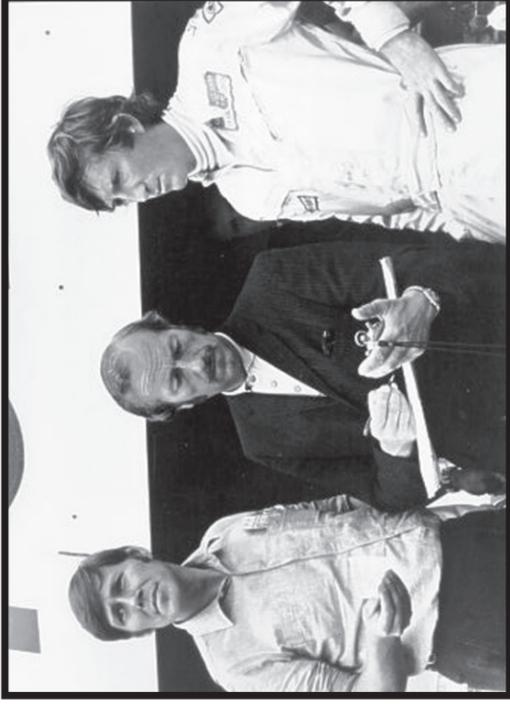
RAMBLINGS FROM THE CHAIR:

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pedal box, which dragged him down in the cockpit. Warr feels that the lap belts being used alone broke his neck and that the suspicious front brake shaft was broken on impact with the barrier. He doesn't feel that it failed or caused the accident; they continued to use the same front brake shafts on the 72 for the next six seasons.

-About Emerson Fittipaldi- "Bloody good. His English was very poor at the time. In testing, he'd come in and say, 'Check the chuckers overs'. It was some time before we twigged that chuckers overs was his way of saying shock absorbers".

-About Ronnie Peterson- Of all the drivers, Warr got along with Ronnie the best, and they became friends. "He was the fastest thing out there, but he wasn't perfect. If there was a problem with the car, he would just drive around it." Because of this, Peterson was not good at setting up a car



properly. Emmo became quite upset when the norm was for Warr to transfer all his careful settings to Peterson's car, who would then go out and capture the pole!

There are many other interesting comments from Warr about other significant Lotus people and drivers that I might share in another article. In the mean time, we have the Holiday season approaching and are looking forward to our Dec. 6th celebration at Doug and Carol Jackson's home in the Queen Anne neighborhood; should be a good central location for all in a classic setting.

