

LOTUS LINES



OFFICIAL NEWSLETTER OF THE EVERGREEN LOTUS CAR CLUB

Spring 2013

From the Chairman's Desktop

By Doug Jackson

I'm happy to say that the weather has been improving lately which is encouraging more Lotus car owners to bring their cars out of their winter hiding places and onto the public roads... this is good news!

For those who took the opportunity to attend the "Shop Tour" at Beachman Racing on March 16th, I suspect that you all had a good time. The owner, Bruce Beachman was a very friendly host and he seemed to really enjoy showing us four different Caterham cars (he's a dealer) as well as a Noble, an Ultima and two of his Corvettes. I would really have enjoyed myself more if I hadn't been feeling so "punk" that day.

There are lots of fun car activities coming up in the next several months, so be sure to check the calendar in this newsletter as well as on our website.

And, by the way, I forgot to mention a couple of things about this summer's West Coast Lotus Meet (WCLM) in the article that I wrote for this newsletter, namely the optional activities before and after the four day event.

Before the "Welcoming Cocktail Party & Dinner" at the Red Lion Hotel in Bellevue in the evening of Thursday, July 4th there is an optional High Performance Driving event that is going to be held at Pacific Raceway in Kent. This High Performance Driving activity is going to be run by Don Kitch at ProFormance Racing School and it begins with breakfast in their clubhouse and a mandatory "Driver's Meeting". This will be a nearly all-day activity.



(Photo by D. Jackson)

After the official WCLM ends on Sunday, July 7th there is to be an optional "drive-in-the-country" activity with a couple of stops along the way for food (and possibly wine tasting!) on Monday, July 8th. This enjoyable drive will be hosted by the Lotus Car Club of British Columbia (LCCBC) and will take place up in Canada, not very far north of the Border at Blaine, Washington.

For more details about these optional events, just check out the 2013 WCLM website www.elcc.org/2013wclm.



Bruce Beachman describes the Caterham CSR

(Photo by D. Jackson)

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Contact us:

Evergreen Lotus Car Club
PO Box 40481
Bellevue, WA 98015-4481
www.elcc.org

The ELCC Officers are elected bi-annually:

Chairman: DOUG JACKSON
206-300-9130
chair@elcc.org

Membership: ALAN PERRY
206-855-9464
alanp@snowmoose.com

Treasurer: GARY HOLT
gr_holt@comcast.net

Web Master: ROBERT VETS
web@elcc.org

Advertising: AIMEE HOU
classifieds@elcc.org

Editor: CHRIS CURTIN
editor@elcc.org

2013 Schedule

May

2 First Thursday @The Market Arms in Ballard

18 Vancouver All British Field Meet; Vancouver, BC

June

4 WCLM "Late" registration begins

6 First Thursday @Three Lions Pub in Redmond

15 July 4 Track Day registration must meet min. #.

21-22 Olympus Rally

23 WCLM "Late" registration ends

July

3 Pre-WCLM activity in Portland

4 Pre-WCLM Lotus driving event at Pacific Raceway

4-7 West Coast Lotus Meet; Greater Seattle area

8 Post-WCLM Tour in British Columbia

25 Deadline for **Summer LL** classifieds, articles, photos

26 Cocktail Party pre-Western Washington ABFM

27 WW All British Field Meet; Bellevue

August

1 First Thursday

17-18 Monterey Historic Races (Corvette Featured)

25 San Juan Islands Concours

30 Club Lotus NW Track Day PIR

31 PDX ABFM/SOVERN races PIR

September

1-2 PDX ABFM/SOVERN races PIR

5 First Thursday

8 Kirkland Concours

October

3 First Thursday

MY LOTUS GOES TO TOP-DOWN LAND

By Arnold Barer

After roasting me at my 70th birthday party, my kids surprised me with the gift of a Series 1 Elan. Giving me the keys, they took me outside to view the tiny, beautiful roadster. As I doubled myself over to clear the low top for entrance into the vehicle a buddy questioned, "how are you going to fit into that little thing?" My quick response was "I'm going to cut off body parts until I do!"

I found that with the top off the Elan was reasonably roomy. Rather than contacting the amputation surgeon, I decided that it was best to simply store the top. Now aged 76, I don't do cold and wet well, and since rain in the Northwest is the curse of the retired class, my use of "Little Red" ("Big Red" being the nickname of my 1929 Franklin 130 Convertible Coupe) has been limited.

When my wife, Carol, and I planned to spend three months in Rancho Mirage, we decided to ship the Lotus as our second car. The desert climate of Palm Springs provides a wintertime temperature of 70 +/- degrees without the threat of rain, which solves my aversion to cold. The fact that city boulevard speed limits are in the 45-50 MPH range is simply icing on the cake. As an added bonus, the Palm Springs area features a number of auto events during February. In previous years I have attended these events as a spectator or reporter. This year my Lotus gave me an opportunity to enter as a participant. As soon as I decided to ship the car I applied to enter the Desert Classic Concours. The Elan got a rapid acceptance and it was assigned "Survivor Class-6, Post-War European". The application created my first conundrum. Did I want the car judged? The Classic attracts some of the most expensive and beautiful cars in the hobby. I love my car... but a trailer queen it is not. It is a survivor so I checked the judging box indicating that class.

The first event to enter was the "Dr. George", an 800+ entrant event sponsored by the local Cruisin' Association. Set in Indian Wells, it boasts everything from early Brass Era examples to the latest off-the-dealer-floor vehicles with military, fire trucks and industrial equipment thrown in. The tiny Elan, dwarfed next to a gigantic, pristine 1947 Buick Convertible, attracted a crowd like honey drawing bees. Some viewers gushed emotionally that they had only seen an Elan in pictures.

Two weeks later it was time for the Desert Classic weekend. Early Saturday morning Carol and I presented the freshly detailed Elan for "The Tour", a rally for Concours participants. This year the organizers decided to switch the itinerary, choosing wet roads climbing to a snowy peak rather than the past route which wound through the desert formations to the Salton Sea. Owners of glistening beauties balked at the thought of mud and it was decided to allow entrants to choose their preferred destination. We opted for the desert.

In a particularly fun section of road. I followed a '63 Alfa Spider *Veloce*, noting with glee when his brake lights glistened entering curves that the Elan was capable of taking without touching its center pedal.



Desert Classic Lineup (Photo by A. Barer)

6:15 AM Sunday, per instructions, I piloted the Lotus onto the fairway (without the benefit of receiving a traditional "Dawn Patrol" cap the early risers get at Pebble Beach). Judging was supposed to start at 7:30. So much for schedules –entrants were still arriving at 10:30 and judging hadn't started.



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Top-Down Land by Arnold Barer (Continued)

Disorganization aside, there was a wonderful entrant field. Classics included the Kirkland Concours-winning Marmon Sixteen Roadster, a pastel colored Ruxton and a host of vintage Chrysler, Packard and Rolls. For racers there were an ex-Gurney 4.5 Maserati, the original Indy Cooper-Climax and a gleaming red Allard J2X. Add in a 30's Delahaye, a wonderful 50's SIATA, ultra-rare Toyota 2000GT, an iconic Tucker, and more Ferraris than in Modena, and the quality of the field becomes apparent.

My lonely Lotus was placed with a duo of MGAs, a freshly restored TR-3, and a magnificent, Spitfire. Behind us was a restored '61 Fiat 1200 Spider that looked nicer than when I drove my newly purchased one off the showroom floor in August 1961.



1961 Fiat 1200 Spider (Photo by A. Barer)

Also in class were a special bodied Volkswagen roadster and the class winning Austin A40 convertible which I must describe. Now the "frumpy", Brit austerity era A40's only major claim to auto history fame was that its parts were used in the Healey. Most departed the factory in the ugliest shades of green or blue. This one was redder than a Ferrari and glistened like a new Lambo.

It proved wrong the adage "you can't make a silk purse from a sow's ear" while also proving "*de gustibus non disputandum est*" (there is no accounting for taste!)



Class Winning Austin A40 (Photo by A. Barer)

I spent a great day viewing the entrants and talking to enthusiasts who complimented my Elan. That even included Barry Meguiar—I tactfully didn't tell him that in the Northwest we mainly use Griot's products. The Elan didn't win a trophy, but awards are not the reason most of us participate in shows. Still, upon trying to figure out which car took Survivor Class honors, I was amazed when I asked class judge Dick Buckingham how they differentiated Survivor Class judging from other classes, and it appeared the judges hadn't been informed that there was indeed a Survivor Class. Whoops!

Editorial note:

Lotus Elan fans should obtain a copy the December 2012 issue of Road & Track magazine celebrating 50 years of "The Light Fantastic" before they all hit the recycle bin.

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24 Years (And Counting)

By Victor Smith

So, how is it possible to spend 24 years rebuilding a Lotus Elan, after all, they're only a little bigger than a bathtub and have about fifty parts, right? Well, first you start off on the wrong foot.

I'd dreamed of restoring a coupe ever since selling my second '65 S2 drop head back in 1969. I always regretted letting that car go, but with an 8000 rpm motor that propelled it to over 40 in first and to a top speed of nearly 130, it was too much fun for a 21 year old. If I was to remain at large, it was going to have to be in a different state without the Elan. Now 20 years later I was in San Francisco looking at an S4 coupe.

"If it can make it from San Francisco to Anacortes, it's probably worth the money," my advisor had said. Well, I wanted that car so bad I didn't ask what it would be worth if it only made it to Weed or if it wouldn't start on the ferry. Figuring the car would make it home, and forgetting the old line, "Don't be fooled by the very first one," I didn't shop around. Instead I haggled 20% off the asking price and drove north in the first and only Elan coupe I'd ever seen.

Everything worked and the motor ran fine but the handling seemed imprecise. I'd noticed one of the rear A-arm's was tweaked a little and figured that and old bushings were the culprits, easy fixes, but when the cockpit filled up with water going through pouring rain and slush at Grant's Pass the main source of the problem came to light. Under the carpeting, I discovered a large hole had been cut through the frame to access something and cracks extended from the cut indicated that the frame was shot. Not realizing how much work the project had just become, I sat in a gas station parking lot in Roseburg watching the water drain out of the holes I'd drilled in the cockpit floor and thinking, "Not a problem, this is a good excuse to get a Spyder frame." Soon after getting home, and after a couple of obligatory passes down Chuckanut Drive, I took the car completely apart. That was in late 1989.

Since then I've learned there are three requirements for a restoration besides the desire: you have to have the means (ability or bucks), the facilities, and the opportunity. Your project will collect dust without all three. For me, I came up short in both the opportunity and facilities departments. I'd built two new boats, one in '88 and the other that spring and both had teething problems that were far more extensive than I'd anticipated. Basically, the boats took all of my time, but I still could have picked away at the car if we hadn't decided to buy a new house. When you're really, really busy already, there's nothing like moving.

What happened was that a friend was considering buying a home in Friday Harbor and in the process of showing him some places and telling him what a good deal one of them was I began to wish it was ours. So when he passed on it, we sold ours and bought it and the Elan project was moved into its second garage.

If Hunter Thompson was writing this, this is where he'd say, "Then we saw the bats!" In my case, that's when the remodel started. We built another garage and I moved the car again. At that point—one move, two needy boats, three garages, and an uncompleted remodel later—the once sort-of organized Elan project had become a neglected auto and home parts omelet.

But perhaps the biggest setback was the discovery of the incredible flimsiness of this Elan's fiberglass body. A lot of people will probably take issue with that, ("Well, do you want it light or not?") but I was amazed to discover I could jam my thumb through the top of the left rear fender and the passenger side firewall. Then when we jarred the body a little setting it upside down to work on it, both A pillars caved in. I've had a lot of experience with fiberglass, and to me there didn't seem to be enough material and what was there, in places, had the integrity of a saltine cracker. One of my crew who was an expert fiberglasser commented sarcastically that I should keep the windows rolled down as the window glass would make the doors one third stronger.

I was appalled thinking about the crazy exploits in my other Elans, and decided that it wouldn't be responsible to rebuild this one without first reinforcing the body.

On my first lay-up we found out that our son was violently allergic to polyester resin which meant no fiberglass work in the garage. So the project didn't really start until Alex graduated from high school in 2000. In the interim, I had too much time to think about things and came to the conclusion that no amount of glass would make the car as strong as I wanted it to be. To do that I was going to have to add some sort of cage. **To be continued in the next issue of LL.**



No need to trailer an Elan if you own a PU!
(Photos by Victor Smith)

West Coast Lotus Meet – Fun since 1986!

By Kiyoshi Hamai (Golden Gate Lotus Club)

Since the first West Coast Lotus Meet (WCLM) in 1986 the concept of a fun, casual, multi-club, multi-day event for Lotus enthusiasts in the western U.S. has remained steadfast.

The concept for the WCLM began between Lotus Clubs in 1985 with Rod Bean of Lotus West, a Los Angeles based Lotus club and Charley Rockwell of the Golden Gate Lotus Club. The two clubs had a history of doing smaller joint events with one another so doing a large scale event seemed natural. Thus the first WCLM was held on April 4-6 in Cambria, California with over 100 attendees and over 50 Lotus cars. There were dinners, a casual Lotus concours, a rallye and a wine tour.

After the success of the inaugural WCLM the second WCLM was again held in Cambria. Max Griggs, the Sales Manager for Lotus Cars USA attended and presented a slide show of the factory and a film on active suspension.

In 1988 & 1989 the WCLM moved to Santa Barbara, the chairmanship alternated between Lotus West and the GGLC.

The 1990 WCLM was hosted by the GGLC and took on a new moniker, "Lotus Convention". The event was held in Sonoma, California in conjunction with a Vintage Racing weekend. The WCLM grew to a 4 day event that included a Track Day at Sears Point Raceway. The M100 Elan was introduced and Bob Challman was the special guest. In 1991 The WCLM was in San Diego with Lotus West as the hosts and in 1992 the WCLM returned to Sonoma, California.



1992 WCLM at Sears Point Raceway in Sonoma, CA

1993 marked a big change, Club Lotus Northwest hosted the event which included a track day at Portland International Raceway and the Norm Thompson Historic Races.

The 1994 WCLM returned to Sonoma and Sears Point Raceway.

1995 was **THE EVENT**. The WCLM became "The Lotus Festival" and was tied into the Monterey Historic Races that celebrated Lotus as the featured marque. Some 350 Lotus cars entered the Lotus Festival with some 150 vintage Lotus race cars involved in the races. On hand were Hazel and Clive Chapman, Stirling Moss, Jay Chamberlain (first US Lotus dealer), Patrick Peal (Lotus PR Director) and many others from Lotus history. The 1995 banquet had over 700 attendees who were spell-bound by guest speaker Stirling Moss.

1996 Club Lotus Northwest were hosts for second WCLM in Portland.



1996 WCLM at PIR in Portland, OR

The WCLM took a hiatus in 1997 and 1998, but reappeared in 1999 hosted by the GGLC in Willows, California with local drives and a track day at Thunderhill Raceway.

The WCLM was struck by an even longer gap and re-emerged in 2004 for the introduction of the Elise. Hosted by the GGLC the WCLM was held in South Lake Tahoe with a track day at the Reno-Fernley Raceway. Then in 2005 the WCLM took the north shore of Lake Tahoe with a glorious banquet at the National Auto Museum in Reno, NV.

The newly formed Club 111 hosted the 2006 WCLM in Morro Bay with a track day at Buttonwillow Raceway and a group tour of the Hearst Castle in San Simeon.

The 2008 WCLM was suspended so we could attend LOG hosted by Lotus Colorado. And in 2009 the WCLM returned and was held in Canyonville, Oregon and then in 2010 the Southern Nevada Lotus Car Club hosted the WCLM in Las Vegas, Nevada.

Again the WCLM was suspended in 2011 to support LOG hosted by SNLCC in Las Vegas. That brings us to 2013 and the WCLM in Seattle, Washington hosted by the Evergreen Lotus Car Club!

Throughout the 25+ years of the WCLM one thing has been consistent... They are FUN!!! The events are great, there's always something to do, new places to see and the best part is you get to do that with a bunch of like-minded Lotus enthusiasts.

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THIS SUMMER'S WEST COAST LOTUS MEET

By Doug Jackson

As you'll read in the previous article in this issue of *Lotus Lines*, the Golden Gate Lotus Club (GGLC, think the San Francisco Bay Area) has been involved with the West Coast Lotus Meet (WCLM) for quite a few years now and our club couldn't be putting it on this summer's multi-day event without their help.

You might like to know that Kiyoshi Hamai sent me an e-mail last summer asking if our club was interested in being the "Host" for this summer's event and I told him that I thought we would, but I figured that I really ought to get in touch with the other ELCC "Officers and Special Volunteers" who help run our club to see if I could get a "buy in" from them before I committed to actually say yes, and they said sure, if it wasn't going to take much work. It turns out that one of our members (Alan Perry) used to be a member of the GGLC and knew Kiyoshi and honestly folks, we wouldn't be having the event without these two guy's efforts!

As I presume, almost all of you already know the schedule during the basic four-day event (starting in the evening of Thursday, July 4th), but it might be good to describe some of the events and activities in some detail here.

The official 2013 WCLM will start off with a "Welcoming Cocktail Party & Dinner" at the "Host Hotel" in Bellevue during which you'll be able to pick up your participant's package of information. The second day will start off in the morning with a special guided tour of the newly enlarged Flying Heritage Collection up at Paine Field in Everett, a small-scale autocross activity at Bellevue College in the middle of the day and a yummy buffet dinner at the Snoqualmie Casino. The third day, we'll be attending the Pacific Northwest Vintage/Historic Races at Pacific Raceway in Kent in the morning and will be having a dinner/banquet and exclusive tour of LeMay-America's Car Museum in Tacoma. The fourth day, we will return to Tacoma where we will be hosted to a Lotus-only Car Show (our cars!) and a BBQ lunch at Griot's Garage.

There will be opportunities to take guided "Scenic Drives" between various sites and venues each day, plus there might be opportunities for some unique, short "Tech Sessions" held either in the "Host Hotel" or at nearby shops and repair facilities during the multi-day event.

As of the third week in April, twenty-six of our members (and their "significant others") had registered for this summer's WCLM; people from other states and Canada have brought the total to 92, so it's just possible that we'll have the 150 or so participants that Kiyoshi and I anticipated when we first communicated last summer!

It should be a great Lotus Party and I hope you'll all come!!!

PS: To find out more information about the 2013 WCLM, just "key"

www.elcc.org/2013wclm into your computer and up should pop the special website we have established for the event.

Late News:

The Registration Fee for the WCLM has been reduced from \$275 to \$250, until June 4th, for members of any Lotus Car Club!

Lotus Evora Vs the Airbag

By Alan Perry

Recently, Lotus almost disappeared from the US market (again). In fact, production was halted in February 2013. The reason was airbags, specifically, the Federal Advanced (aka "smart") Airbag requirement for cars sold in the US.



2013 Lotus Evora (Photo: Lotus Cars website)

The Elise was sold in the US with an exemption to the Advanced Airbag requirement, with a commitment by Lotus that their next car, the Evora, would meet those requirements. And it did until last September when additional requirements for the airbag system went into effect. The airbag system in the Evora did not meet one test requirement. That test involves crashing into a barrier with a 5th percentile (small) female passenger wearing a seatbelt. This is actually an existing test except that the speed of the vehicle when it hit the barrier was increased from 30 to 35 mph.

Lotus petitioned NHTSA (the National Highway Transportation Safety Administration) for a temporary "hardship" exemption from passing this test until 31 March, 2015 (31 months) for approximately 800 cars. They later amended the petition to reduce it to 28 month. The basic rationale behind their petition was that it will be expensive to implement and the company is short on cash and if the exemption was not granted, Lotus would leave the US market. It followed the pattern used for the exemption that allowed the Esprit to be sold in the US during its final years.

Lotus argued that the airbag system used in the Evora didn't have the ability to determine whether the passenger was belted or unbelted, so the airbag controller couldn't trigger the correct airbag firing for a given situation. They also noted that they considered fixing the seat in particular positions, but that would cause other tests to fail. In either case, they indicated that needed changes to the system could force the entire airbag system to be recertified, which would be expensive. Meanwhile, Lotus also explained that they were low on funds because sales of the Evora was lower than expected, they were no longer selling the Elise in the US and the Bahar plan to change the direction of the company was being implemented.

Lotus Evora Vs the Airbag; (Continued)

In the past, these petitions for an exemption usually seemed to be granted. However, this time, there were two complications. 1) NHTSA has changed their policy and grants exemptions less often than they used to. 2) An automotive safety lobby group called Advocates for Auto and Highway Safety now routinely submits comments opposed to all exemption requests during the public comment period.

Advocates for Auto and Highway Safety basically argued that compliant airbag systems are now readily available, so there is no excuse not to be compliant. They also argued that because older children (approximately the same size as a 5th percentile female) could ride in the passenger seat (and they had found internet forum discussions that indicate that this does happen!), Lotus should have to meet the test requirement.

In March 2013, NHTSA granted Lotus the exemption. It is effective until March, 2014, a year less than Lotus had requested, for 450 cars. Over the last three years, Lotus produced between 333 and 409 cars for the US annually. NHTSA sided with most of Lotus' arguments and sided against Advocates for Auto and Highway Safety's arguments.

Editorial note:

At this time, Park Place Ltd. is importing the Evora "S" IPS, the NA Evora IPS and the track-only V6 Exige Cup Car.



2013 Lotus Exige Cup Car (Photo: Lotus Cars website)

Detroit Electric

Does this car look familiar? March 4, 2013 was the announcement date for the battery operated Detroit Electric SP:01 featuring a mid-mounted 200 HP (150 KW) electric motor, carbon fiber body and total weight of 1070 Kg. Unique in its market segment, the \$135k SP:01 "is equipped with bi-directional charge and discharge capability, allowing it to release its stored electrical energy to power a home".



Detroit Electric SP:01 (Photos from Detroit Electric website)



Originally founded in 1907, the company was "rebooted and re-launched" in 2008 by Albert Lam. There might be a little bit of Lotus-DNA in this car!

Truncated MANAGEMENT BIOGRAPHIES

Albert Lam—Chairman and CEO, Detroit Electric Holdings Ltd.

Before founding Detroit Electric, Albert Lam was the CEO of **Lotus Group** and Executive Director of **Lotus Group** International.

Benjamin Boycott—President, Detroit Electric Engineering Group

Benjamin Boycott has 20 years of automotive engineering experience, including 15 years in consultancy. Previously, he had been General Manager of **Lotus Engineering** China for five years, overseeing its growth as a regional start-up, to a prosperous and profitable operation.

Don Grundstadt—CEO, North America Operations, Detroit Electric

Before joining Detroit Electric, Don Grundstadt was President and CEO of **Lotus Engineering** [USA].

Willem van der Kooi, President European Sales Operation, Detroit Electric Willem van der Kooi has nearly forty years experience in the automotive industry, having worked previously with brands including **Lotus**, Caterham, Noble, Alfa Romeo, Chrysler and Opel.

Oliver Fong, Managing Director, Asia Pacific Operations, Detroit Electric Previously General Manager for **Lotus Engineering's** China operation.

Details: <http://www.detroit-electric.com>

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Books. "Lotus: The Sports and Racing Cars" by Anthony Pritchard. "Lotus: The Sports, GT and Touring cars" by Chris Harvey. "Lotus Elan" by Duncan Wherrett. "Lotus Europa 1966-1975" (Brooklands reprints). Lotus & Caterham Seven Gold Portfolio 1957-1989" (Brooklands reprints). Very good condition with dust jackets (where applicable). Prices negotiable. alanp@snowmoose.com.

Wanted:

Articles and photos for the next issue of *Lotus Lines*.
Send to editor@elcc.org

50 Years ago

May 30, 1963, The Day the Dinosaurs Died.

Jim Clark placed second at the Indy 500, was named "Rookie of the Year" and ended the era of the Roadster.



Clark's Lotus 29 w/Ford Fairlane power (Photo by "The359")



Gurney placed 7th (Photo Wouter Melissen/UltimateCarPage.com)

DMC-12 + Lotus Esprit *Separated at Birth?*

Not everyone knows that Colin Chapman's final car design was the DeLorean DMC-12. In fact, there are numerous similarities between the iconic DeLorean and the classic Lotus Esprit.

Here at DMC Northwest we specialize in servicing the products of Chapman's imagination—*both in stainless and fiberglass versions!*

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March 16 Shop Tour

Doug covered the highlights of this Tour in his Chairman's Message on page 1, here are a few details that impressed your editor: 1). The Caterham CSR is larger and stronger than the Lotus Seven, and includes inboard suspension. 2). Most of the cars we saw utilized a Cosworth ZTech motor with a "barrel throttle" to eliminate the restriction caused by a normal butterfly-throttle plate. Cosworth offers this motor with 5 options, from a 205HP 2 liter to a 280 HP 2.3 liter. 3). If selected, the dry sump reservoir is inside the bell housing.



Bruce Beachman's Corvette and a Customer's Ultima

(Photo by D. Jackson)



Caterham 7 CSR (C. Curtin photo)



A larger turbo on this GM Ecotec will yield 350+ HP

(C. Curtin photo)

More Schedule Information

There are too many track events to list on our Club schedule, here are the Track/Race Schedules:

SOVREN Schedule: <http://www.sovren.org/>

Pacific Raceways:

<http://www.pacificraceways.com/UserFiles/2013%20Schedules/2013RoadCourse.pdf>

Ridge Motorsports Park:

<http://www.ridgemotorsportspark.com/events/month/>

Portland International (PIR):

http://portlandraceway.com/file/61/2013_SCHEDULE1212.pdf

River's Edge at Mission Raceway:

<http://www.sccbc.net/calendar/schedule/>

Additional Reading

Lotus Eleven fans will enjoy the article in the Sep/Oct 2012 issue of "Vintage Motorsport" titled "Out of the Shadows", describing the research to determine the history of an Eleven found without a motor, gearbox, or chassis plate. Video of the restored car with a 1498cc FWB: http://www.youtube.com/watch?v=AWnD_gVd1VY

This link to a 1964 British Racing Partnership F1 car in the Seattle area has a large number of photos:

<http://www.britishracecar.com/KurtDelBene-BRP.htm>

It is interesting for 1) Lotus history, 2) Early F1 cars, 3) Local car, which may be at the July 6-7 Historic race and 4) the Lotus 23 at Park Place was originally delivered to BRP.

Lots of Lotus 19 information in this Link from Don Christopher:

http://colinchapmanmuseum.org.uk/?page_id=611



Waiting for the fog to lift at Laguna Seca (P. Curtin photo)

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Next Issue of *LL*: The conclusion of "24 Years"