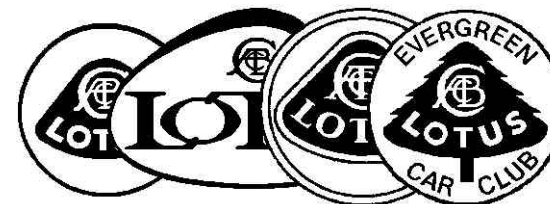




**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



## Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 April 2003

### Team Lotus Returns, To Compete In WRC

Team Lotus has announced that they will return to international motorsports competition by backing an entry in the FIA World Rally Championship. Group Lotus and Proton have backed the effort by registering with the FIA to become WRC manufacturers and Classic Team Lotus are providing their workshop space for the effort. Lotus exited Formula One at the end of the 1994 season (unless you count Pacific Team Lotus, which no one does).

“I ran out of ideas for how to get people to sell me their F1 team for cheap and then slap the Team Lotus name on it,” noted David Hunt, owner of the Team Lotus name and brother of former Formula One World Champion James Hunt. “Then, I was playing Grand Turismo 3 on my PS2 and found Rally racing. I did a little research and discovered that rally was for real and the FIA had an entire championship devoted to it.”

The lower cost of entry was also appealing to Hunt. “You can make a rally car by just putting a roll cage and harnesses in a road car. Sure, the events are rough on equipment, but you can write off a chassis every event and still pay less than you would for a single F1 chassis.”

Hunt also noted the better demographics for rally compared to F1. “Rally viewership is growing at a much higher rate and the younger viewer for rally to sponsors. Maybe someday I can get the money back that I put into buying the Team Lotus name.”

The date for the team’s debut has not been announced.



### A Day at the Races (A Tour of the Paddock)

When: Saturday, April 19th, 10:30AM  
 Where: Pacific Raceways  
 31001 144th SE, Kent, WA 98042  
 Host: Andre Samson 206-528-8141

An excuse to drive your Lotus out to the country, and enjoy other's driving their Lotus cars the way some of us might like to. Look for each other roaming the paddock, but around 10:30AM we'll gather in the turn 9 grandstands to say Hi. Look for member's cars in the paddock and on track.

Host: Usually \$8 at the gate

Directions:

- Take State Route 18 from I-5 near Auburn (heading Northbound) or Covington (heading Southbound).
- From SR-18, take the exit for SE 304th/312th.

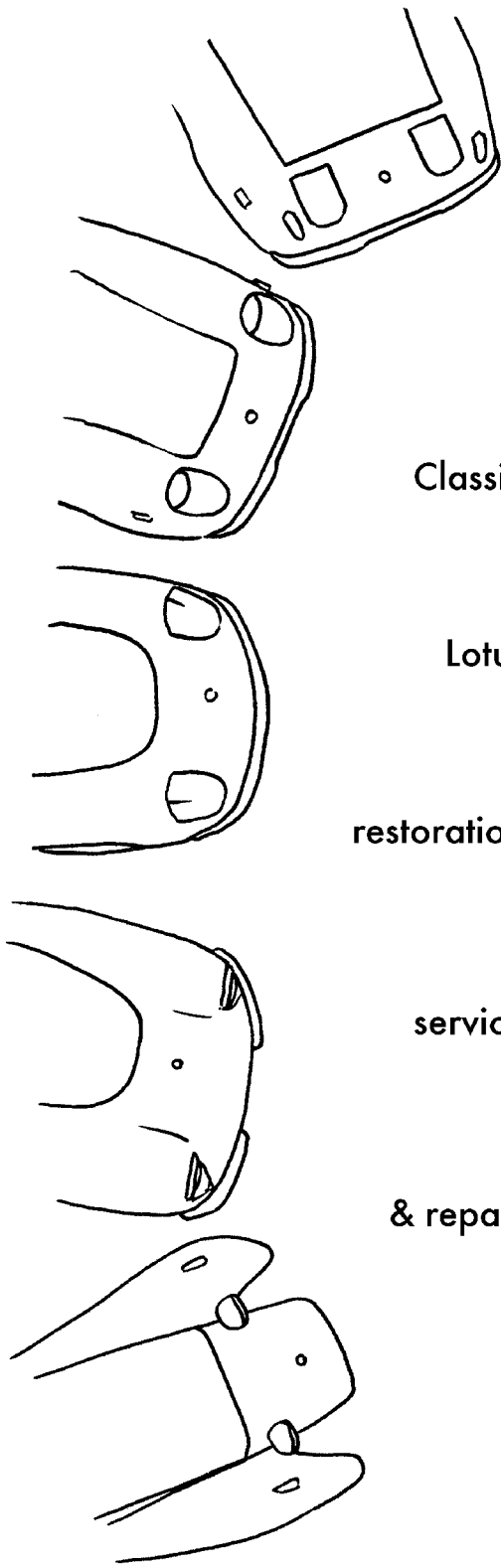
From Northbound SR-18:

- From Northbound SR-18, the exit will be identified by a Green River Community College sign. The exit ramp is a long right turn.
- Turn Left at the end of the ramp.
- Turn Right at the next opportunity onto the track access road.

From Southbound SR-18:

- Turn Left and take the overpass over SR-18.
- Turn Right at the next opportunity onto the track access road.





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### Editor's Note

Hi, guys. I am still in Connecticut. Hopefully someday I will get a job in Washington and I won't have to commute 2500 miles to work. Then again, at least I have a job and the job is pretty cool (working on software for the Joint Strike Fighter). And I am doing my part for Boeing (uh, except some of NW's fleet is Airbus) and the airline industry.

A couple weekends ago, I met members of the Lotus Enthusiast Organization at one of the member's home in Chester, NY, around an hour north of NYC. The host, David Hackett, had recently built a huge shop in which he housed his collection, plus was able to fit in all of the other Lotuses that showed up for a group photo. One guy showed up with his S2 Europa that he bought new. Aside from the Europa, it was pretty much all Esprits at the meeting. This month, they will be putting on a special display of Lotuses on the last day at the NY Auto Show.

Getting to newsletter issues, this has been the hardest issue to put together since I started working as newsletter editor. There were not enough articles or photos to fill the space, so I had to write much more than usual. I am really worried about next month's issue. Please, save yourself from newsletters filled with my writing. Write an article for the newsletter.

Until next month ...

*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 those officers are currently:

Chairman:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(425)788-1900
	dave@bilcoh.com	
Webmaster:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

### Esprit Exemption Extension Approved

In the January newsletter, it was reported that Lotus had applied for one last extension to its long-running exemption to Federal Motor Vehicle Safety Standard (FMVSS) No. 201 that has allowed them to sell the Esprit in the US. On February 25th, the federal government granted that extension. The Esprit may continue to be sold in the US until February 1, 2004. Lotus has announced that production of the Esprit will end in December 2003.

The Esprit does not meet current requirements regarding headliner material. According to Lotus' application for the extension, there have been no injuries reported as a result of this noncompliance. The costs to engineer the headliner to

### A Portion of a Statement From Lotus

"The downturn in the world's automotive industry over the last few months, coupled with delays in the production ramp-up of the new Lotus Elise and the Opel Speedster/Vauxhall VX220, have created a shortfall in revenue for the whole group.

"Accordingly, cost saving measures will be taken to contain the business' costs within its projected revenues.

"The redundancies will be at Hethel and Coventry, and could be up to 300 (approximately 15% of the workforce) in total.

meet the requirements is not economical for the small number of cars being built.

During the public comment period on the application, five favorable comments were received, three of them noting that Lotus' presence in the US is needed to ensure safe operation of the cars already sold here.

In explaining their findings, the NHTSA noted (among other things) that Lotus is making a "good faith effort" to comply with FMVSS No. 201 in its work on the M260, reportedly the US model Elise. That car is currently scheduled to be available in the middle of 2004, roughly six months after the last Esprit is sold.

"Lotus' facilities in North America will continue to operate from its engine testing facility in Ann Arbor and the recently acquired Southfield Engineering Centre, both near Detroit.

"Lotus will continue with sales of the Exige and Esprit and will increase production of the new Elise and the Opel Speedster / Vauxhall VX220 towards the planned total volumes of nearly 7,000 a year."

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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 no longer want the ad to be run.

**For Sale:** 1969 Europa S2. White w/red pin stripes. Mild fender flares. 67k miles. \$6900 OBO. Michael 253-973-6893, Gig Harbor, WA.

**For Sale:** Fuel tank for Twin Cam Europa, pressure-tested, \$100. Ambient air temperature gauge for Elan +2, NOS, in box, needs calibration, \$75. 1965 BSA B40 single, big-project, \$400 obo. 1967 Triumph Tiger Cub, project, \$1200 obo. Bob Cross, 360-652-9260.

**Parts Wanted:** for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman 206-854-6706.

**For Sale:** Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator.

(978) 851-8370 [easygo@tingleslotus.com](mailto:easygo@tingleslotus.com)  
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**For Sale:** 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. Asking \$20,000. Maury Montag, 425-391-5359.

**For Sale:** Car trailer suitable for smaller Lotuses and race cars, \$600. Randall Fehr, rsfehr@seanet.com, 206-782-8951.

**Parts Wanted:** for 1968 Series III Seven. Engine brackets for crossflow, front lower a-arms, handbrake lever, Caterham reprint of Seven Manual. Andre, 206-528-8141, ags58@earthlink.net.

## ELCC Spring Sprints By Richard Boyd

By 10:45AM on March 15, a small nucleus had formed in the parking lot of Skykart in Tukwila. Andre Samson had arrived in his BMW 2002, along with Miles, Andre's friend. Dave Billings and Chris, Dave's friend, had gathered around Andre's car. That was it: four souls. Soon, Alex Phillips arrived in his Esprit, followed by Rich Boyd and his wife, Anyang, in their Alfa. By then, Skykart was opening.

The problem is: the quorum needed for a group discount is ten. Suddenly, strangers were being drafted into ELCC. "Psst, mister, do you want to join a car club? Are your sons going to drive today?" Nine people were rounded up, including Harrison and Laura (both drafted as a ringers). Somehow the clerk counted ten and the discount was in force. Later, Chuck Conti arrived to make an semi-honest ten. Five actual ELCC members became ten. Not bad enlistment. There was still only one genuine Lotus in the parking lot.

After paying fees, watching a video and donning our helmets, we were off to the track. A total of four sessions were run by ELCC members that day. Andre, Miles, Chris, Dave, Alex, Rich, and Anyang ran the first session, finishing in that order. There was about a second separating the "best lap" times for the first four: 29.6 to 30.8. Anyang had never been in a kart before. Her best lap was only 4 sec-

onds behind the pack; not bad for a novice. Average lap times ranged from 30.6 to 38.2 sec.

Chuck joined the group for the second session and somehow managed to escape the ticket taker; a free session for him. Of course, times had improved slightly; best lap down to 29.06 for Andre. Average lap time dropped by almost a full second for everyone. Overall order for round two was Andre, Miles, Chris, Alex, Dave, Rich, and Chuck. Anyang called it a day, citing weak arms.

For the third session, Miles showed his true stuff; he got in a 9HP kart and walked away from everyone. Miles best lap was 27.45 sec with a 28.7 average. It took Miles only three laps to catch and pass the back-runner (a non-ELCC driver)! Miles, Alex and Chuck were the only ELCC members with enough arm strength (or money) left to drive; the rest of us watched and talked. These three managed a fourth session also. Same finish order (Miles, Alex, then Chuck) although lap times had fallen off marginally. All three should get the Popeye Award for bulging forearms (a sure sign of endurance).

At the end of the day, we all had some very bad cases of "helmet hair" ... and some tired bodies. The overall best lap times were: Miles at 27.45, Andre at 29.06, Chris at 30.04, Alex at 30.05, Dave at 30.63, Chuck at 30.93, Rich at 31.47, and Anyang at 34.82. Easy passing seemed to be the order of the day, so blocking cannot be cited.

### 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://welcome.to/nwarc>  
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.cascadescc.com>  
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>

## Event Calendar

ELCC events are listed in **BOLD**

April  
12 NWMG Car Club Tulip Rally, La Conner, WA  
12-13 SCCA Drivers School/Regional, PIR  
**18-19 SOVREN Defrost Kickoff Races, Pacific Raceways**

May  
10-11 SOVREN Spring Sprints Races, Pacific Raceways  
16-18 SCCA National/Regional, PIR  
17 Vancouver All British Field Meet, Van Dueson Garden, Vancouver, BC  
23 Club Lotus Northwest Track Day, PIR

June  
6 CSCC Driver Training, PIR  
13-14 SCCA National/Regional, PIR

July  
**4-6 ELCC Corral at SOVREN Pacific Northwest Historic Races, Pacific Raceways**  
11-13 NVRG Historic Races, PIR  
**26 Western Washington All-British Field Meet, Bellevue Community College, WA**

August  
15-17 Lotus Ltd. LOG 23, Grand Island, NY

September  
13-14 Run To The Gorge

## From The Chair

In April we will be "Touring the Paddock" at the SOVREN Defrost Kickoff Races. Though racing probably starts around 9AM, we'll meet around 10:30AM in the turn nine grandstands at Pacific Raceways.

Thanks to Dave Billings for hosting our 2nd Annual Spring Sprints Karting day at SyKart. Look for a report in this issue.

Our club drive schedule is starting to shape up with a South end drive hosted by Tom Miller in June and a West Side drive in August hosted by Gary Holt with help from David Caley and possibly others.

I participated in the SOVREN Historics Car Corral planning meeting March 19. The issues of last year's difficulties with the Saturday parade laps have been addressed, and a possible new system involving colored flags to alert driver's of a five minute warning before being expected to pull out. Radios may be involved too. I requested our spot in the trees, but

## Member's Notes

 Compiled from members

Submit your notes to the Chairman or the Editor.

JOHN CHRISTENSEN reported via the [usa@se7ens.net](mailto:usa@se7ens.net) list his 1995 Westfield SPa got backed into. Waiting in line to exit a parking lot "He [the van] was the first car in the queue and evidently grew tired of waiting for a break in traffic, so he threw his van in reverse and punched it." Hope no one was hurt, (see photos at <http://home.attbi.com/~cobar/spaaccident.htm>). The insurance wheels are set in motion and hope the outcome is satisfactory for John.

DAVID CALEY sent this message in an email:

In a recent Lotus Lines you described owning Denis Jenkinson's book *The Racing Driver*. I have been trying to find an article written about Sterling Moss's experience in driving the new Elite on a European tour. He may have been the author or someone else like Denis. My fuzzy memory places it in an anthology by Denis.

If you find such an article in one of your books, I would be real happy to copy it.  
David

Can anyone help with David's request?

because so many of our cars are Ford powered, and this year is a Ford Racing/Performance celebration, we may be moved out to the front row next to the front straight with the other Ford powered cars, hopefully under the trees there. Too we have to decide how many weekend package tickets we want. Last year we had ten for each day, but only filled the last of Sunday's slots a few days before the event. Do we want to drop down to eight or fewer? Let me know your opinion.

Lastly, though it won't keep me from getting a Pulitzer, in Getting on Track last month I reported that the diameter of your head relates to a hat size. More correctly it is the circumference.

Andre

Returning member Bob Scheib is embarking on a Vintage Elan racecar.

Welcome to new members:

Yoshihisa Kato  
Seattle  
[autoxpres@aol.com](mailto:autoxpres@aol.com)  
1974 Europa Special  
1970 Elan+2  
Jim Stangier  
Seattle  
[jstangier@attbi.com](mailto:jstangier@attbi.com)



  
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Spy photos of the next-generation Esprit

### **Additional Member Notes**

Please feel free to spy on club members and tell us what they are up to, whether they really want any else to know about their affairs or not.

DAVID CALEY has started a new restoration project, once again working with RANDALL FEHR Restorations. The target for this work is the original Mark 1 Lotus. David explained, "Someone gave me a piece of fabric that was part of the skin of the original Mark 1. There is already a good reproduction of the Mark 1, but, with an original piece of the car, this seemed liked a chance to actually recreate the car instead of just reproducing it." Randall noted, "David's Elite project was just too easy. I wanted a challenge." Randall is currently in England collecting Austin 7 parts necessary for the project.

In response to criticism from his Mazda 323GTX, ALAN PERRY has made some minor modifications to his Elise after doing some front suspension work on it. Alan noted, "Besides the flack that I was getting from the GTX crowd, the original front end on the Elise just reminded me too much of my old Europa and I started missing it too much and had to do something. The hard part is going to be fitting the Elise bodywork onto the Mazda."

COLIN CHAPMAN is still enjoying life in Argentina. Or, is he in Brazil? Either way, the poor quality of the roads there are taking their tolls on his Elise.



The minor changes made to Alan Perry's Elise

### **Lotus Eclair - Too Fat To Race** by marcgregoire@iam.ca (via Richard Boyd)

Most Lotus enthusiasts are aware that the 1970's Elite took its name from the original Elite of the late 1950's, but not many realise that the Eclat derives it's name from a much earlier model - the Lotus Eclair.

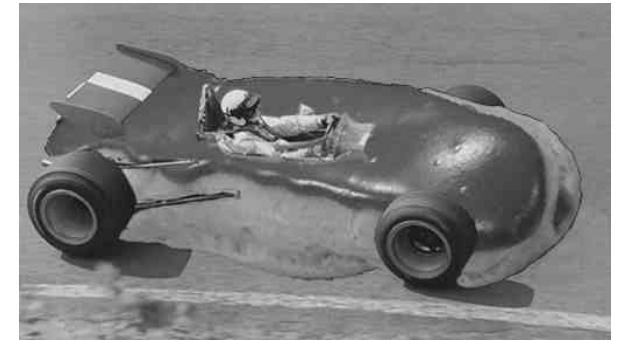
The exact origin of this tasteful little sports racer is unknown. Thought to originate from the Betty Crocker design school, several rather advanced features were included: The yeast-west mounted engine, rack and rolling-pin steering and coil-over choc absorbers made the Eclair a very popular little number in its day.

The road version of the car had a beautifully flexible little ohc (over-head cream) 600 mil engine developing a whopping 215 calories, while the works race version had double overhead cream and an even greater 250 calories (one problem being that it tended to run a bit rich.)

One particularly notable example was quite successfully raced by the great Gordon Bleu. He put alcohol in the mixture for an even more potent result, but it also made the vehicle less predictable. (A large squirt away from the line and the wee Lotus simply did donuts.) Bleu's first attempt at racing was abysmal - well into the race he overcooked it and had a massive melt-down. He was lucky to escape with only burnt fingers.

The second time out, however, things began to go right. It was the Meal Miglia and weather conditions were not favourable (the Lotus may have been superb in the dry, but in the

rain it handled like a wet sponge), but in spite of severe icing Bleu fought on and successfully creamed the opposition.



Unfortunately from there it was all down-hill. Gordon deserted Team Lotus and claimed he could privately eat anything that would care to take him on. This he did, and was several times disqualified for breaking weight restrictions.

With the demise of Gordon Bleu's racing career the little Eclair, sadly, was doomed and the model that we photographed is thought to be the only one left. (The rest having decayed or been eaten away.) Restoration is not really a practical proposition, so the only hope is that another well preserved specimen may surface.

Until then we are very grateful that we were able to get a taste of such a car, magnificent with its cream stripe and real chocolate upholstery.

### **Lotus Cars Buys GM** by "Sports Car Fan"

In a "Mouse That Roared" moved that shook the automotive world, Lotus Cars leveraged a deal that resulted in the complete buyout of General Motors. Apparently Ford, hearing a rumor, signed a non-competition agreement with Lotus before the buyout. GM hearing rumors of that rumor, buckled before negotiations, even before Lotus had a chance to issue a press release stating all heard were only rumors. Then, fearing success of the Elise here, all the other major auto manufacturers announced they will be pulling out of the US market, opening the market to Lotus, TVR, Marcos, Ginetta, and Berkeley. It is expected that by the end of 2004 all GM and Ford dealerships will be carrying mostly Lotus and Mini vehicles.

A bit dizzy with it's new possibilities and increased production capacity, Lotus scrapped the Series II Elise and will begin immediate production of a federal Retro Mark I Elise Vintage model. Too, production of the Series I Elan will ramp up for 2004, and Ford has unearthed the Mark I Cortina body dies and presses to begin production of the non-airflow Lotus Cortina for 2005. With Ford folded into the Lotus corporate banner, the new Lotus AVO (American Vintage Operations) will again begin production of the 1500cc motor block, in Kent, Washington.

With the US Congress days away from passing the National Overall Vehicle Length-and-Height limit of just 150" and 50" the above mentioned companies should be the only automotive manufacturers offering vehicles for sale in the US. Though Hillman has begun the Limited Vehicle Production application process, to import a not-tainted-by-that-nasty-Chrysler-Corporation, true Coventry Climax FWX powered Imp. The exportation of SUVs will begin April 1st, of 2004, to the South Pacific, where, what vehicles aren't placed in the Truk Island Museum, barrier reefs will be built with the majority of the vehicles.

When asked if they would begin production of the Seven and Elite again, Lotus commented they "never did quite figure out where all those tubes were supposed go in the frame in the first place. Heck we tried it four times before we sold it to that car dealer." And concerning the first series Elite, considered by many the most beautiful car ever built, Lotus commented they "didn't feel like gluing all that fiberglass together anymore." They then declined further comment.