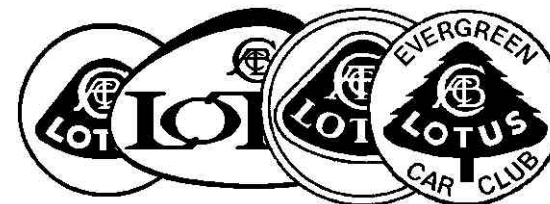




**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



## Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 March 2003

### More Lotus Job Cuts and A New Elise

Following the 300 jobs cut last year, Lotus has announced that it will phase out up to 95 more jobs, mainly from manufacturing, in Hethel. This amounts to about 6% of the current workforce. Lotus' US and Malaysian offices are not impacted by these cuts.

Meanwhile, Lotus has introduced another limited edition Elise model based on a significant Lotus Formula One car. Following the Elise 49 and Elise 72, Lotus is making the Elise 99T. In 1987, the Lotus Type 99T, driven by Ayrton Senna, was the last Lotus to win a Formula One race.

### Elise Importers Indicted in Florida

Last November, two individuals in Florida, Philip Todd Haupt and Brian Bergbauer of Fort Myers, FL, were indicted with eight charges of illegally importing Lotus Elises, according to a report in The News-Press of Fort Myers. Haupt was arrested and Bergbauer missed a date to turn himself in.

A number of the cars have been reportedly seized by U.S. Customs Service. Individuals. One individual reported on an Internet discussion board that he was visited by U.S. Customs who stopped in to seize his Exige, but he was allowed to export the car himself. It is not known if his car was imported by Haupt and Bergbauer.

Haupt and Bergbauer are accused of importing cars under the "tourist" exemption (which allows foreign nationals to import a non-compliant car for as long as one year as long as it is not sold while it is in the US), then illegally registering the cars in Florida and selling them. They came to the attention of federal authorities after Haupt crashed one of the cars while street racing in Naples, FL, and, in the course of the investigation, the Florida Highway Patrol alerted the federal government.

NBC 2 News in Fort Myers, FL reported that the following cars were illegally imported by Haupt and Bergbauer:

1998 Elise	SCCGA1114WHD34147	Imported 12/5/00
2000 Elise	SCCGA1116YHD31964	Imported 1/2/01
2000 Exige	SCCGA1110YHG80344	Imported 2/24/01
1997 Elise	SCC111YN1VHF10525	Imported 3/8/01
2000 Exige	SCCGA111XYHD80343	Imported 5/18/01
2000 Elise	SCCGA11141HD70044	Imported 6/19/01
2001 Elise	SCCGA11161HD70348	Imported 2/2/02

### ELCC 2nd Annual Spring Sprints

When: Saturday, March 15th, 10:45AM

Where: Sykart  
 17450 West Valley, Tukwila, WA 98188  
 425-251-5060

It's time once again to begin preparations for the summer driving season with a trip to SyKart for some fume-soaked racing fun. Just like last year, we'll be hitting the track when it first opens for a few sessions.

Details are below, but general suggestions are to bring your own helmet if you can, or plan on spending \$2 for a helmet liner (or bring the one you bought last year). Also, you may recall how cold it can be, so gloves are recommended if only to keep you phalanges from freezing, and you might want to make sure you've got a warm coat. And don't forget long pants and close-toed shoes.

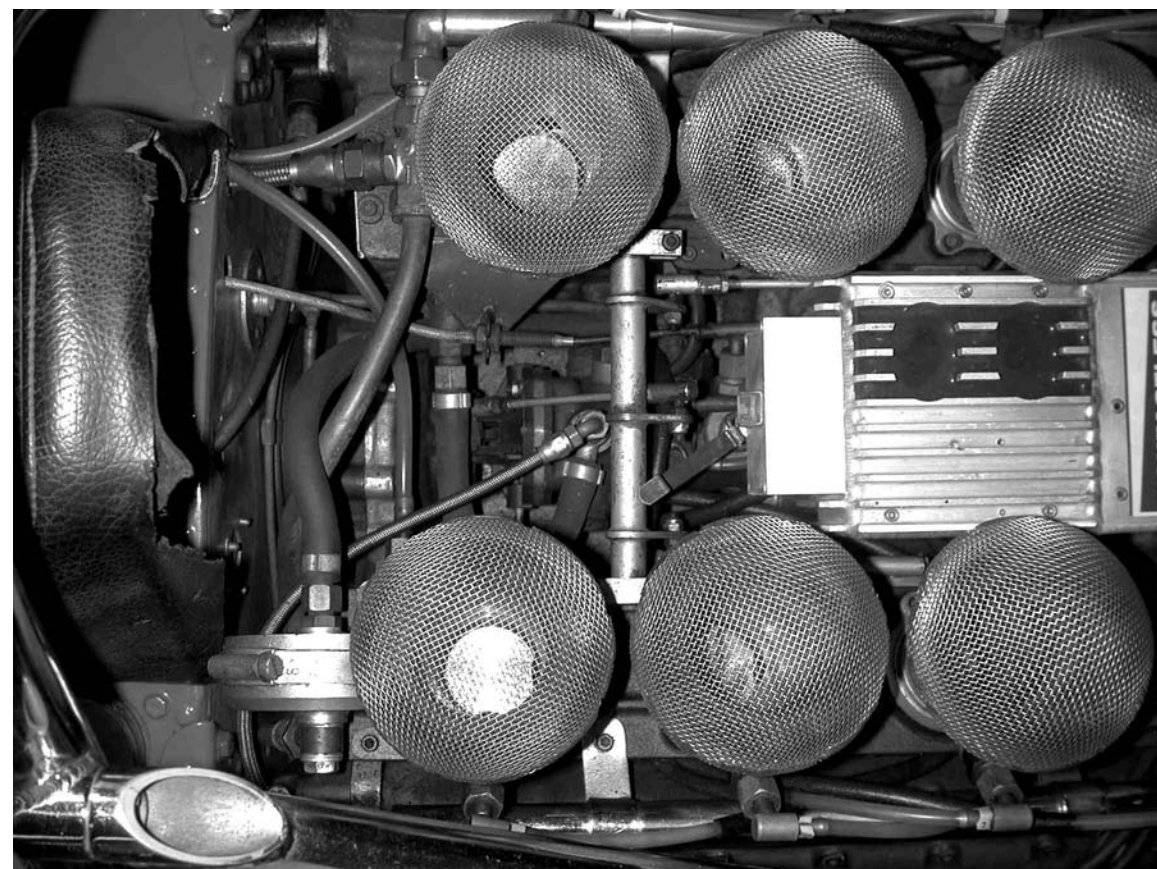
If we get over 10 people, we'll get our 10 minute sessions for \$13 each, rather than the usual \$15, and there is no membership fee at SyKart. For additional information, contact Dave Billings at [elcc@bilcoh.com](mailto:elcc@bilcoh.com) or 206-241-2116.

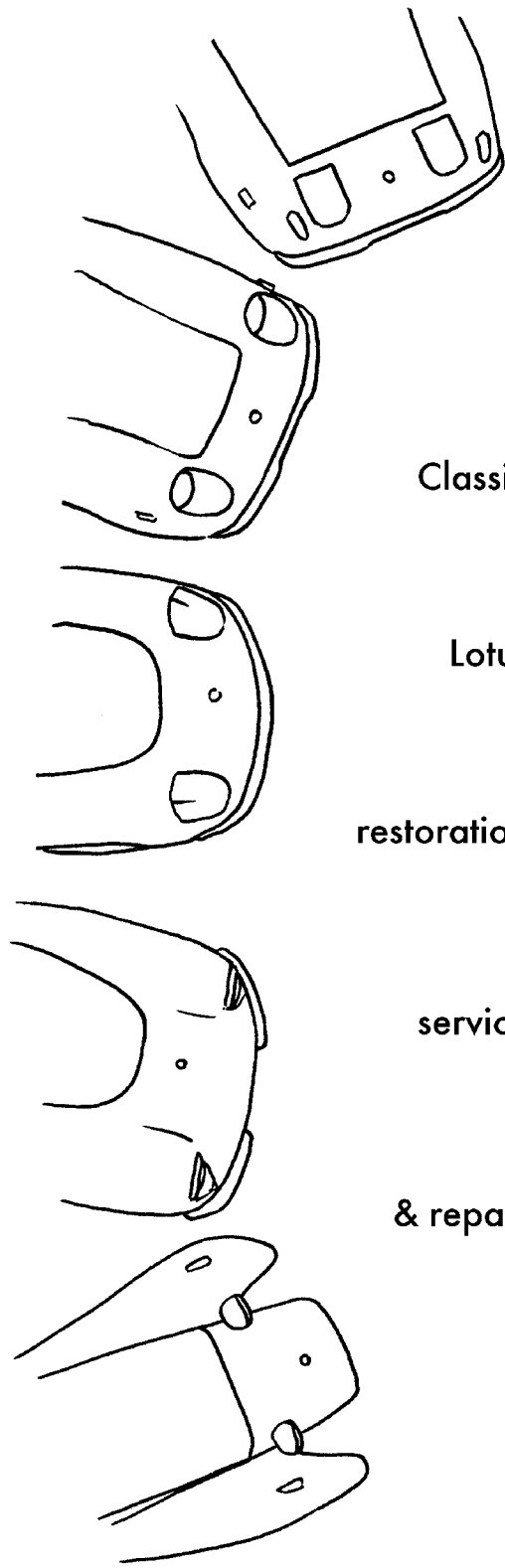
Cost: \$15/session (\$13/session if we have over 10 people)

What to Bring: Gloves, helmet or helmet liner, coat, money

Directions:

- From the intersection of I-405 and I-5 in Tukwila, take the West Valley Highway exit (Exit #1) from I-405. The exit is between Hwy 167 and I-5.
- Proceed south on West Valley Highway.
- As West Valley Highway bends to the right, Sykart is on your Left, well before South 180th Street.





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### Editor's Note

Greetings from Connecticut. That's right, Connecticut. I have taken some short term contract work that has me doing some software development work here.

However, through the miracle of modern technology, I am able to work on this newsletter here and, when it is done, I can electronically send it to a printer in Seattle and some other lucky club member can deal with picking up the newsletter from the printer, folding the newsletter, applying the mailing seals, address labels and stamp, and, finally, dropping it all off at the post office to be mailed to you. (I could do most of that here, but I don't have a printer for printing the address labels and the delay in you getting your newsletter from mailing them cross country would be significant.) So, if you are reading this, then we managed to get it all to work.

The story on the guys getting nabbed for illegally importing Elises is a little old, but still interesting. I had a couple of encounters with those guys a while ago and it wasn't exactly pleasant. They would never say who they were getting the cars in and now I know why.

A couple of folks have asked how this effects my car. Well, I contend that my car is legal and I carry copies of the applicable NHTSA interpretations around with the car just in case someone official wants proof.

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*.

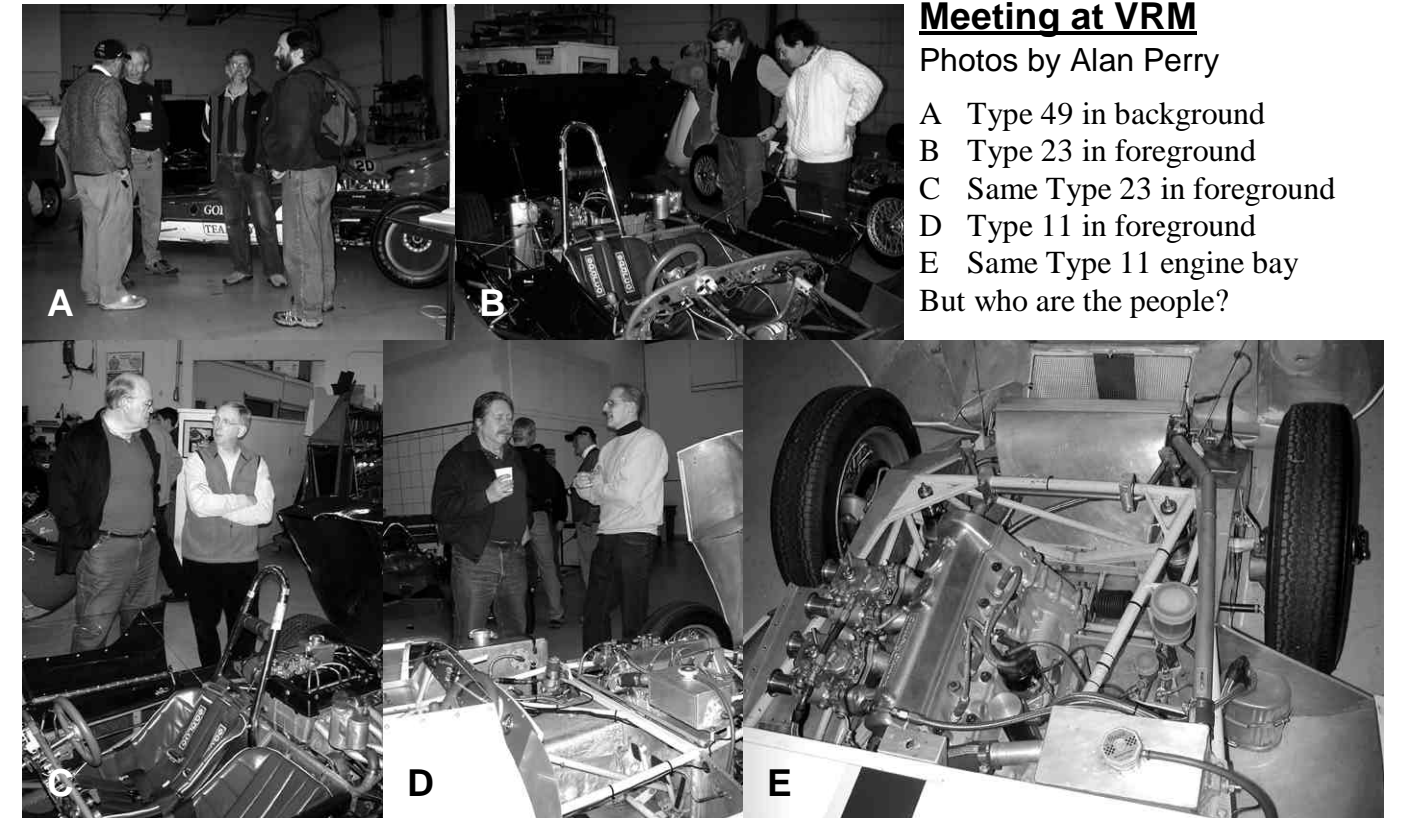
Contact the Editor for business ads rates in *Lotus Lines*.

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	



### Meeting at VRM

Photos by Alan Perry

- A Type 49 in background
  - B Type 23 in foreground
  - C Same Type 23 in foreground
  - D Type 11 in foreground
  - E Same Type 11 engine bay
- But who are the people?

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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:** 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. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin

425-417-3862 or <http://www.lotussource.com/lscclassified/MotorsportElise/summary.htm> for more information.

**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:** 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



## Hart Racing Tour By Andre Samson

The Thursday I checked, the evite site was listing only 12 yes responses. Granted I had gotten the evite text to Dave very late, and so it had gone out only a few days earlier. So I warned Terry Sackkinon, our host, we might have a light turn out for our tour of Hart Racing. To my delight we had over 25 people turn up on a miserable rainy morning.

As a club we seem to have found an informal format for our tours, arrive, chat with fellow members, start asking hosts questions about cars, then a few minutes of announcements, a brief tour, then splitting off into groups to ask more questions about the cars. Terry and Tony Garmey (the mechanic for Hart Racing, who unfortunately was sickish that morning) would stop with anyone who had a question about the varied collection of cars.

The Hart collection ranges from significant West coast club racing cars, now back on the track, to modern Ferrari street tourers, with the interesting formula car and Hot Rod scattered about the edges. During announcements I, unplanned, acknowledged member Ralph Neil who, in my time as Chair, has shown up to our events, rain or shine, in his Caterham Seven. It is his only car, his daily driver. That rainy morning it struck me how much I admire that he keeps trekking north from Tacoma for our events.

Bob Bentler introduced Michael Gilbert, who in the early Seventies won two SCCA Formula C National Champion-

ships in a Lotus 41. Michael later sold the car as a racecar, and recently bought the same car back, as a project. Sounds like he will be getting the car going for SOVREN events, as early as this season. And as a coincidence, when in Salt Lake City this last weekend, I was browsing a 1974 copy of Road and Track, and a Champion Spark Plug ad listed one of Michael's Titles.

The tour started with a 1957(?) FIAT transporter that was one of two for the Ferrari team in the late fifties and early sixties. Restored now, for a few years it had served as a hay hauler in Italy. From hay many years ago, a few years ago it hauled three 8 million dollar each Ferraris at the Monterey Historics.

Next into the Ferrari room, Terry had picked out a couple of fifties Ferrari roadsters and one of the fiberglass show car Batmobiles. Next came the MG room, then back to the main showroom.

The Hart showrooms are beautiful, the car collection even more inspiring, and though Chuck Hart's Elite was in the shop being prepared for the racing season, I'll admit that I couldn't keep my eyes off a certain Silver AC Aceca, with mild flares, and that beautiful Coupe body.

Hart racing is definitely worth another visit. And I thank member David Caley for passing along the connection/invite he made with Terry at the ABFM last summer, and too Terry and Tony for giving us a Saturday of their time.

### 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**

March

**15 ELCC at Sykart**  
15 Sebring 12 Hour Endurance Race, FL  
29 CSCC Driver Training, PIR  
22-23 SCCBC Driver Training, Mission, BC  
28-30 NWMS Driver Training, Spokane, WA

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  
23 Club Lotus Northwest Track Day, PIR

June

6 CSCC Driver Training, 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

## From The Chair

At the officer's meeting in January we pretty much agreed to stay the course, keep the club informal, and get back to enjoying Lotus Cars. Our finances, as reported in the last issue of Lotus Lines by Treasurer Dave Billings, seem to be on track for the yearly fiscal cycle. As the shop tour season comes to a close, I am starting to fill in the gaps between our set events; July Historics, ABFM, Annual Holiday Party, as members step forward to lead drives, and I find weekends that interfere least with race weekends.

We could really use a host in the South Sound area to lead a drive south of Seattle. Call or email me if you would be will-

## Member's Notes

 Compiled from members

Submit your notes to the Chairman or the Editor.

GEORGIA CONTI has stepped down as Member's Notes editor. If you would like to take over this position, please contact the Chairman or Editor.

RICH BOYD write: "I have started, along with Randall [Fehr], the process of restoring my '69 S4. How long does it take Rich to change a Lotus water pump? Ten years!

"The project will be a full body-off, every nut-and-bolt affair. I am not aiming for concours condition - just a good clean driver. I will be working on the drivetrain (engine and trans, which I am now removing at my home). Randall will then

ing to share your favorite roads with the rest of the club. The time commitment is very minimal.

We will be karting at Sykart March 15. Bring your own helmet, use Sykarts (with a liner you've gotten from them year past or buy a new liner), and if it is cold outside, bring gloves. Kids are welcome and encouraged. See the invite this issue. Congratulations to member Randall Fehr in stepping out on his own with Horton Restorations. We hope he has a long and prosperous auto restoration business. Roster changes should be submitted as soon as possible to Membership guru Jim Taylor.

Andre

take the body, chassis, and running gear to work his magic. We should be done by April, but haven't yet decided on which year (i.e., this is a long term project).

"I will keep the car more or less stock. I have no problems throwing money into things like an alternators (to replace the generator) or a cartridge water pump, but will not go to fender flares or a Spyder chassis (well, maybe - if my frame is bent - maybe). The car is currently complete and not badly damaged, so nothing radical is needed - but there is still lots of work to do (esp. glass repairs for Randall)."



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## Getting On Track, Part 1 by Andre Gene Samson

The first time I started racing, in 1984, I wrote a series of articles for the International Race Drivers Club telling my experience of what racing was like from Driver Training and my first Novice Races, through getting my Senior License, to the points race at the end of the season. When I took on the Chairmanship of the Evergreen Lotus Car Club I needed to know what recent club history came before me. From the archives I borrowed a couple years of Lotus Lines, and the last year's worth of newsletters we receive from other non-National clubs. One of the articles I liked ran in Lotus Lines in May of 1996 and 1997, *An Introduction to Lapping Days and Driver Training*.

These are on track, closed course events (when young the phrase closed course sounded so alluring, almost mystical, like holy ground, and it still does, though today I know it is only pavement and cyclone fencing) where a driver who has never been on a race track before can get some instruction and begin learning the scientific art of driving and car control.

When a kid, before I could legally drive, I began studying, reading, re-reading, visualizing any book I could find about race driving. *The Racing Driver*, by Denis Jenkinson, and *Sports Car and Competition Driving* by Paul Frère were the first books I remember studying. Later *Driving in Competition* by Alan Johnson, and *Bob Bondurant On High Performance Driving*, and still my favorite *Castrol's Racing Driver's Manual* by Frank Garner were where I got my base of knowledge from which to ask questions. Now, there are a number of books from How-To books on car and driver preparation, up to the psychology of the driver's mind.

Two books I feel that really update Driving Instruction Manuals are, *Winning: A Race Driver's Handbook*, and *Think to Win: The New Approach to Fast Driving*. *Winning* gives the basic info many of the other books do, and it is very thorough in laying out just what you have to go through to get a senior or national license. *Think to Win* gives, as the title suggests, the mental processes we go through in fast driving. Thanks to author Don Alexander for putting into book form what perhaps so many club racers slowly discovered on their own, but probably never got to discuss with many around the paddock of the race track. And if you want to support a local author, Ross Bentley from Vancouver BC has two books entitled *Speed Secrets*. But I'll admit, I've never lost track of time when I read Bentley's two books, the way I've lost nights studying *Winning* and *Think*. Though none of these books will guarantee you success, they will teach you the basic terminology and theory of driving, so you can translate what you are feeling into words, if you need too, and better, understand what a teacher is saying to improve your laps times.

A couple of ways to get your car, and you, on the racetrack are Lapping Days, and Driver Training. Both can be a great way to begin learning and practicing high speed driving techniques. Both make a closed course available to you, but Driver Training is offered to those who may want to pursue racing with one of the local sanctioning bodies: The International Conference of Sports Car Club, ICSCC or "Conference", The SCCA, Sports Car Club of America, or The Society of Vintage Car Enthusiasts, SOVREN.

Personal Safety Gear

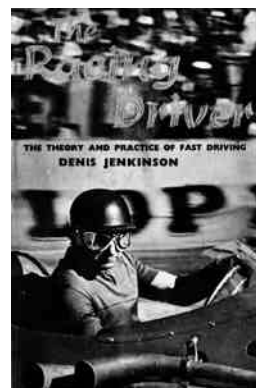
Helmet

The biggest equipment investment for Driver Training (beside a car and state driver's license) is a helmet. Don't wait to the last minute to get a helmet. If you mail order a helmet and it doesn't fit, will you have time to get a replacement? Also, it is worth wearing a helmet before the season to break the foam in, and strengthen your neck muscles. Good excuse to buy a motorcycle too.

As of this writing, for Driver's Training or Lapping Days, only a recent Department of Transportation (DOT) approved helmet is required, though due to insurance requirements sponsoring clubs may be requiring newer helmets. That means your old Bell Star II from the 1970's might be used but don't bet on it if you don't want to use a loaner. If you do not have a helmet, most Clubs that are putting on the event will have loaners.

But as admonished in the motorcycle world, "How much is your head worth?" And if you are serious about advancing to racing within a couple of years, you should buy the helmet you are going to race with, if only to start breaking in the foam, and strengthening your neck muscles (and the newer helmets are much lighter and better fitting, i.e. safer than the old).

On the street the Police would only be concerned that you have a DOT approved helmet. In the motorsports world, most sanctioning bodies require a Snell Rating.



Meeting at VRM, Photo by David Caley

There is a Motorcycle, M, street rating, and a Special Application, SA racing rating. If all you are ever going to do is Lapping Days and Driver Training, right now, all you need is a DOT helmet. If you are going racing you need a Snell SA rated helmet. The Snell Foundation approves helmet design and construction techniques every five years. The racing sanctioning bodies are accepting helmets on a ten-year schedule. In 2003 you can race with a Snell SA95 approved helmet. But by 2005 or 2006 you would need to update to a SA2000 or SA2005 rated helmet. So again if you will be racing in a couple of years it is worth while to get a new helmet knowing you will be able to get up to 8 years of use from it, or until you can get your sponsor to upgrade to what is required in your next level of racing.

You can get a full face M helmet for as little as \$150, 2003 dollars. But you can get an SA helmet for about \$270 and up and when manufacturers discontinue a model the remaining stock can be had for some savings. A number of racer mail order businesses list helmets. Some of the longest standing are: Racer Wholesale, Pegasus, and Truecraft. In Spring of 2002, Bell had discontinued the Sport II. Though I called four companies, Racer Wholesale had the largest selection, most thorough help for sizing, best price, and most importantly, immediate delivery. The other three companies had two or more week delivery times which made me wonder if they ordered theirs from Racer Wholesale, and re-shipped them to the customer?

Depending on what model and price category of helmet you buy, sizing is either general: small, medium, large, x-large, or by hat size. If you order by phone, have ready a mirror, soft tape measure, a balaclava (if you think you are going racing) and preferably a good credit card. They need a measurement of your head at a certain point above your eyebrows, including your balaclava if you're planning on racing. The diameter of your head translates into hat size, but with a general size helmet your hat size can leave you on the cusp of two sizes. The Bell sizing chart didn't correspond to the hat size num-

bers for my noggin. I went with the advice of the Racer Wholesale advisor and my helmet fits fine. Helmet padding will compress some, but if it is too tight you will have a terrific headache in short order. And if you didn't anticipate your balaclava, you might be ordering a second helmet. Some mail order companies will take unused returns. Check before guessing. And worse case, you sell your ill-fitting helmet in a club newsletter or web site (Conference has a classified section on their web site), or eBay.

The next decision is if you want a full-face helmet, or open face. Though some driving schools want their instructors to use open face helmets for clearer communication, and some sanctioning bodies allow open face helmets in closed cars, full face helmets give better protection, both in collision impact and fire protection. It might be a moot point soon as after Dale Earnhart's death some sanctioning bodies are discussing making full face helmets mandatory. One other reason to get a full-face helmet even if you are racing a closed car is if anyone ever offers you a drive in an open cockpit car, it would be a shame to miss an opportunity because you didn't have the right equipment.

Some helmets of similar design or name have narrow or wide eye ports. Some drivers prefer the wide eye port for better peripheral vision. I prefer the narrow eye port for the focused feeling I get, too I think it offers better collision and fire protection.

Different helmets come in different colors. And though color choice is personal, believe it or not, a white helmet will be more comfortable on a hot sunny day when you are sitting on pre-grid waiting out a five-minute warning.

So to review, you don't have to break the bank to get a helmet, there are a lot of options to consider, but most importantly get a lid early enough to get comfortable in it.

*Editor Note: If you plan on keeping your helmet for a while, make sure that the Snell year is current. Some dealers try to unload their older spec helmets on the unwary.*