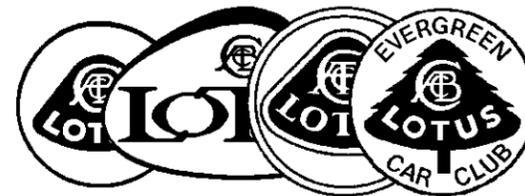




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
September/October 2003

Tony Rudd 1923-2003

Tony Rudd, one-time technical director at Lotus Cars, deputy chairman of Lotus Engineering and director of Team Lotus, suffered a fatal heart attack and stroke in August. He also ran the BRM Formula One team. Over his career, he worked for just three companies - Rolls Royce, BRM and Lotus. His autobiography *It Was Fun* was published in 1993.

His life cannot be summarized in half a page; here are some of the highlights:

During World War II, Rudd was a Lancaster bomber pilot and flew 27 missions.

He worked for Rolls Royce analyzing defects in the Merlin aircraft engine. He was later put on their V16 BRM project.

In addition to his engineering duties at BRM, Rudd was also a test driver. After two generations of V16s, he co-developed a 2.5 liter 4-cylinder engine.

In 1960, he was put in charge of the BRM F1 team at the insistence of drivers Jo Bonnier, Graham Hill and Dan Gurney. The team owner was going to shut down the team if he didn't take the job.

Under Rudd, BRM won the 1962 F1 Constructor's Championship and Graham Hill won the Driver's Championship. They were second in the Constructor's Championship in 1963, 1964 and 1965.

Jackie Stewart raced his first three seasons in F1 for BRM and Tony Rudd.

Rudd's best known failure, the BRM H-16 engine, still managed to win a F1 race powering the Lotus Type 43.

While he was technical director at Lotus Cars, the Lotus 907 engine was developed. This engine was used in the Jensen-Healey and Lotus Esprit, Elite (Type 75) and Eclat and was eventually developed into the 910 engine used in the Turbo Esprit. The Big Valve version of the Lotus Twin Cam engine was also developed under his watch.

Rudd worked with Colin Chapman and Peter Wright to develop ground effects at Team Lotus. This work resulted in the Type 78 and 79 F1 cars. Lotus won the F1 Constructor's Championship and Mario Andretti won the Driver's Championship with those cars in 1978.

He also worked with Chapman at Moonraker Boats.

He co-founded Lotus Engineering to do research and development for other companies.

Rudd played a major role in the survival of Team Lotus following Colin Chapman's death.

When he retired in 1991, he had spent 22 years working for Lotus.

Racers from the 60s/Calendar Photo Selection

When: Saturday, October 18th, 1:00pm

Where: 3510 116th Ave NE, Bellevue, WA 98004

Host: Andre Samson 206-528-8141

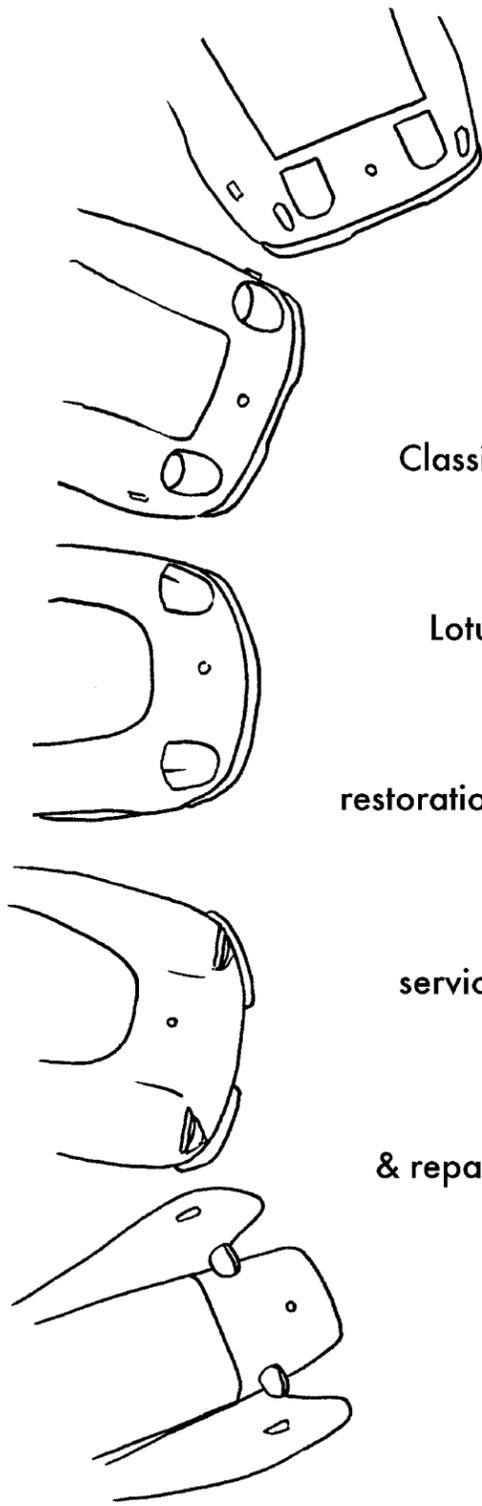
Phone if you're lost: 425-889-8671

This will be an hour and a half of informal story telling by our club members who raced in the 1960s. Also, bring your photos for the Photo Calendar Selection session.

Directions:

- From the intersection of I-405 and SR-520 head east on SR-520. Get in the right lane.
- Take the first exit for 124th.
- At the end of the ramp turn right onto Northrup Way to pass back under SR-520.
- At the 3rd stoplight turn right onto 116th Ave NE.
- Proceed North approximately .5 mile.
- 3510 116th Ave NE is in a gated (but open) cul de sac on your right; the cul de sac is between NE 34th St and NE 35th St. 3510 is the 1st house on the left of the cul de sac. The house is beige with white trim. Look for the 24' white car trailer behind a trailer screen.





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Editor's Note

First, my apologies for the lack of a September newsletter. Since there was no event in September and not enough material to fill a newsletter last month, I decided to hold off things and just do a combined September/October newsletter.

Anyway, a lot has happened since the last newsletter. Although Andre mentioned it in his column last month, I always intended to cover the ABFM in this issue. Unfortunately, with no story or photos, all I can publish is the results. We also had the West Side Tour, the West Coast Lotus Meet, and the U.S. Elise engine announcement. All of that is covered in this issue.

Finally, there was the passing of Tony Rudd, one of my favorite guys at Lotus, in August. I met him in 1990 at a Lotus Owners party put on by Team Lotus at the USGP in Phoenix. Hazel Chapman and Andrew Ferguson and the Team drivers Derek Warwick and Martin Donnelly were also there. Everytime someone would ask Rudd about something that he had worked on, he would say that he couldn't remember anything about it anymore. This soon became a running joke and every new person who would walk up and ask him about something would get big laugh from the folks who had been there for a while. That's what I remember about the evening. Interesting guy and a big loss.

Until next time ...

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	
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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.

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.

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: From 1976 Mk 4 1500 Spitfire. L&R front uprights with stub axles/steering arms/hubs/brake calipers and discs, L&R rear brake assemblies, i.e., drums with complete backing plate assemblies. I believe these interchange on some Lotus models. Bob Scheib, 509-783-3126, ROBERT.SCHEIB@gte.net.

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/lsclassified/MotorsportElise/summary.htm> for more information.

For Sale: 1969 Elan S4 DHC. White daily driver. 122,500 mi. rebuilt engine and transmission by Schlossnagel racing at 116,568 mi. in 1995. Full service records since 1982 purchase at 66,3887 mi. and can be e-mailed as attachment. Never wrecked or restored. Always garaged. Stock except Crane Cams optical ignition system, adjustable ZC needles, thermo-

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stat electric radiator fan, Michelin X 165/70R13. Factory Service Manual. Black top (never used). Black Tonneau. Felt car cover. Hemmings list good as 14K, CPI list at 12K. Chuck Botts, cbotts@san.rr.com, 858-292-1480, San Diego, CA.

For Sale: 1962 Elite Series II. Stage 2, double-dimple body. MG gearbox. Royalite door panels. I bought this car in 1976 from the original owner (and have the invoice from when he bought it new in England). It is now running for the first time since ~1974. Engine, transmission, differential, brakes, suspension have all been rebuilt. Balanced engine, diaphragm clutch, Konis, etc. Call or e-mail with questions. \$23,000. Owen Fairbank, sofairbank@olympus.net, 360-385-2346, Port Townsend, 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. \$20,000/Make offer. Maury Montag, 425-391-5359.

For Sale: 1962 Jaguar Mk 2. British green, 3.8 liter, AT, power steering, power brakes. \$23,000. Scott, 206-723-5094, Seattle, WA.

For Sale: 1979 Eclat, Black, 40k miles, Automatic, \$7000 obo to good home. Joe Terry, 425-885-0637.

For Sale: Two Solex carburetors for Series One or Two Europa, \$85 for the pair. 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.

Photos From The West Side Tour Photos by David Caley



Event Calendar

ELCC events are listed in **BOLD**

- October
18 "Racers of the 60s"/Calendar Photo Selection Meeting (tentative)
- November
 1 TC Driver Training, PIR - Portland, OR
 9 NWARC Driving School - Bremerton, WA
- December
 5-7 25 Hour Endurance Race, Thunderhill, Willows, CA
13 ELCC Holiday Party, West Seattle, 6pm
- January
6 Officer's Meeting Wedgwood Alehouse, Seattle, 7pm
- February
 24 Hours of Daytona - Florida
 Lotus Elite Brunch, Newport Beach, CA, 949-497-3443
- March
ELCC Kart Racing at SyKart, Tukwila, WA
- April
ELCC Visit to the SOVREN Defrost Kickoff Races, Pacific Raceways - Kent, WA

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>

From The Chair

Thanks go to Gary Holt, David Caley, and all who helped run the West Side Drive.

Though I was racing that weekend I wished I could have been driving in the club event too. Look for pictures and a report in this issue.

Per Snafu, the results from the ABFM didn't make it in last issue as I advertised. Look for them in this issue and again congrats to those who won awards.

October 18, starting at 1:00 in the afternoon we will meet at the Garage/Shop of Myles and Retta Winbigler for a unique meeting. Racers from the 60s will give our members who raced during the 1960's a chance to tell stories for the rest of us. From Club racers to Factory drivers, and their significant others, we'll get to hear a little history from those who made it. Invitees include Bob Bentler, Pete and Nevele Lovely, Fred McDonald, Cary Tolman, Myles Winbigler.

Member's Notes Compiled from members

Submit your notes to the Chairman or the Editor.

Welcome to new club members Faisal Jaswal and Jim Hunter.

Don Christopher notes "By the time you read this, it will have become a little more costly to look for a classic car. Hemmings, the venerable magazine for selling your classic, has finally caught on that people no longer want to pay \$30 per year to read a magazine of for-sale listings that are weeks old, when then can get them for free on the same day they are

Too, that day we will have the Photo Calendar Selection so bring photos you would want to have included. Since Alan will still be out of town, and I don't have a laptop to display digital pictures, please bring a hardcopy print (laser, inkjet, whatever) so we can number and show your photo for the voting (guaranteed no recall voting!). Then later Alan can download your digital version for producing the calendar. Saturday, December 13 the Conti's will again host the Annual Holiday Party.

Gerry Foley has been in touch with Butch Dennison, and it looks like we may get to visit the new shop early in 2004.

We still need a Chair for the next term. Or if there is any other way you would like to serve the club let one of the officers know.

Andre

posted from hemmings.com. Starting the Labor Day weekend, you will need to subscribe to the magazine to be able to access the full hemmings.com on-line listings."

Someone wrote me "I am looking to retrieve the history of my Lotus 20/22 Formula junior, raced by Pete Lovely from Seattle for the Rosebud Racing Team" and is looking to get in touch with Rosebud Racing Team members. If you are one and want to get in touch with him, let the Editor know.

ABFM Results

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

- 1st - 1963 Lotus Elite, owned by David Caley of Indianapolis, WA
- 2nd - 1999 Caterham Super 7, owned by Greg Stoneking of Woodinville, WA
- 3rd - 1966 Lotus Seven, owned by David Caley of Indianapolis, WA

LO02 - Lotus - Elan, Elan+2, Europa

- 1st - 1974 Lotus Europa, owned by David Sherman of Edgewood, WA

- 2nd - 1972 Lotus Europa, owned by Gary Holt of Gig Harbor, WA
- 3rd - 1971 Lotus Europa, owned by Roger Croshaw of Seattle, WA

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

- 1st - 1991 Lotus Elan, owned by Scott Petersen of Kennewick, WA
- 2nd - 1978 Lotus Esprit, owned by Jim Gianakis of Seattle, WA
- 3rd - 1983 Lotus Esprit, owned by Darren Kleisath of Arlington, WA

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Portland Lotus Convention Weekend by Randall Fehr

Track Day

The Lotus Convention started Friday morning of Labor Day weekend at Portland International Raceway with the twice-yearly Lotus Track Day expertly run by Mark Viskov. About 50 cars lined up for checks of helmets, seat belts, battery tie-downs, wheel bearings, throttle return springs and brake lights. Then from 9:30 am to 5 pm the track was open for non-racing practise sessions in three groups of drivers - beginners with intermediates, advanced and racers. Each group of drivers had more than 90 minutes total track time and plenty of space to concentrate on driving hard rather than watching mirrors. Most Lotus road models were on track plus a few race cars.

Amongst ELCC members, Gerry Snow and his family brought their recently acquired Lotus 51 from Spokane to work out the bugs before campaigning it in vintage racing next year. Since no problems turned up on his spectacularly turned-out car, Gary will have time this winter to make progress on his Elan restoration. Matt Graham took shake-down laps in his just-restored Gold Leaf Europa S1A before retiring with fuel pump problems. Ian Gilchrist ran his 1978 Caterham, Jon Lexau his Esprit SE, I ran my Europa S1A, and Dave Bean warmed up for the vintage races with his 26R.

Chuck Conti ran his Elan S3 hard until the engine broke just before the main straight during the third session. He was able to coast back to the paddock where we found a big

Gary Holt's WCLM Report as told to Alan Perry

I couldn't make it to the WCLM (after promoting it at every opportunity that I could). I had just taken two weeks off from work to drive my east coast car back to Washington and then spend time with the family. Plus, the company told me that the hardware that I am writing software for (that was supposed to be ready in May) was really going to be ready this time. So, I went to work instead of hanging out with Lotus folks. Stupid me.

Instead, I got to talk to folks who went and find out how much fun I missed. Here's Gary Holt's story.

Gary didn't make it to the Track Day on the Friday of the WCLM. He left his place early Saturday morning and drove down to Portland by himself. Just a nice two-and-a-half hour drive on some fairly good freeway.

Just as he pulled up to Portland International Raceway, so did Randall Fehr. He also ran into Roger Croshaw, Alan McWain, John Schneeman and Matt Graham. They all participated in the Portland ABFM and Randall reportedly did an excellent job as part of the team of judges for the WCLM.

Since Gary stayed long after Randall and John left (see Randall's article above), so he got to find out who won the

wart on the oil pan and a stationary piston in cylinder number two... Within an hour Chuck had an offer of a trailer and tow vehicle back to Seattle. The tow vehicle owner also has a fresh short block for sale. Chuck should be ready for the next Portland track day in May.

Field Meet

PIR was swarming with interesting cars Saturday morning - almost 150 vintage race cars in the paddock and more than 500 British vehicles lined up by marque on the parched lawn. At least 30 Lotuses showed for the Field Meet including those brought by ELCC members Alan McWain (Elite 14), Matt Graham and myself (Europa S1As), Roger Croshaw (Europa S2 "Shazam"), Ian Gilchrist (Caterham 7), John Schneeman (Xanthos 23), and Gary Holt who was awarded the Lotus Convention Concours prize in the Europa class for his carefully restored Regency Red Europa Twin Cam.

Other cars on display included a new Elise 111S demonstrator from Lotus Cars USA, a 1999 Elise for sale without US title, a restored Elan chassis on a Volkswagen Transporter, David Slama's very nice type 75 Elite acquired for no more than a handshake, and Kiyoshi Hamai's well-preserved Elan S2 recently featured in his Classic Motorsports magazine article.

By mid-afternoon the temperature had passed 90 degrees so John Schneeman and I decided to make our own breeze by heading home.

separate WCLM and ABFM concours as well as attend the WCLM banquet.

This is probably an incomplete list, coming from Gary's foggy memoy and my unreadable notes. At the ABFM, John Schneeman got 1st in the "Elise and Competition Car" Lotus category, Alan McWain got 1st in the Type 14 Elite category, Gary got 1st in the Europa category and Roger Croshaw got 2nd in the Europa category. Matt Graham's Europa got a Best Of Show, but I can't read my notes to figure out which competition he won it in. Something for next month's newsletter, I guess.

At the WCLM, Gary was seated with Dave Bean, who was competing in the vintage races, but had to drop out because of mechanical difficulties, and Ken, one of Dave's guys and someone that Gary had done a lot of business with when he was restoring his Europa. He also spent a lot of time hearing completely made up stories about me from an old friend from Golden Gate Lotus, Jon Rosner.

Though he wanted to hang out on and check out the SOVREN vintage races, Gary had prior commitments back in Seattle and left on Sunday.

BTW, Gary says the Mk II Elise is better looking in person.

A High Revving High Power Engine for the US Version of the Lotus Elise Lotus PR

8th September 2003

Nine months before the Lotus Elise goes on sale in the U.S., Lotus Cars Ltd. announces its choice of powertrain for the "Federal" version of the "world's finest sports car".

The 2ZZ-GE 1.8 litre 4 cylinder 16-valve engine with Variable Valve Timing and Lift-Intelligent (VVTL-i) system has been chosen. This class-leading engine, mated to a six-speed gearbox and mounted amid-ships, has been tuned by Lotus specifically for the U.S. Elise and produces around 190hp.

Manufactured by the Toyota Motor Corporation, the VVTL-i engine was selected after a thorough and extensive study of all the possible powertrain units available. The Toyota engine and gearbox was selected as it is lightweight, with a high power output and most importantly, ideally suited to the character of the Elise.

By choosing this engine, Lotus has once again ensured that the pure character of the Elise – a racecar for the road – is exploited. The VVTL-i system affords the car increased low end torque for greater acceleration from low engine speeds, before unleashing the full 190hp at the higher end of the rev range.

In January 2003, Lotus announced it will expand its presence in the U.S. with the introduction of a U.S. specific version of the world-acclaimed Elise. U.S. sales of the 2005 Elise are scheduled to begin in mid 2004. The "Federal" Elise will retain the benchmark performance, handling and dynamics that have proven so popular particularly in the U.K. and Europe while being fully compliant with U.S. regulations.

The recipient of numerous industry awards and accolades for design, performance, drivability, and handling, the Elise is constructed around a strong, rigid, yet lightweight extruded and bonded aluminium chassis. Consistent with the Lotus design philosophy of achieving performance and efficiency through lightweight, this high tech chassis weighing less than 150lbs allows for a complete vehicle weight of less than 2000lbs.

A comprehensive study of the U.S. market and the success of the Elise in Europe and world markets have shown that there is a demand for a small, lightweight and very high performance sports car in the U.S. While remaining a hand-built car, a new state of the art manufacturing facility at its Headquarters in Hethel, England has enabled Lotus to build cars at a higher volume and introduce unprecedented quality standards, vital for today's discerning customer.

Lotus Cars U.S.A. is implementing a plan to provide the highest quality sales and service support throughout the dealer network and is adding new dealers in key market areas, making the brand more accessible to its expanded customer base.

Complete specifications and price for the U.S. Elise will be published in the next few months.

New Exige to Change the Rules Lotus PR

8th September 2003

Not since the arrival of the Elise has any car made such an impact. Now, as the current Elise improved on the original icon, so the Exige is to perform the same feat. The new Lotus Exige bears all the hallmarks of a true racer. Large air intakes and front splitter dominate the cars aggressive front stance. Sweeping lines and extended air scoops lead into the commanding rear haunches and spoiler, proudly displaying the cars racing intent.

With Lotus Design working in conjunction with Lotus engineering and aerodynamic teams to achieve an optimum driving experience, the Exige performs as dynamically as it looks. Powered by a 1.8 litre 4 cylinder 16 valve engine with VVTL-i variable valve technology and mated to a close ratio six-speed manual gearbox, the Exige will sweep effortlessly past 60mph in under 5 seconds whilst breaking the 140mph mark with ease. With an output of 190bhp, the Toyota Motor Corporation manufactured engine is perfectly suited to the Exige, revving to around 8350rpm.

As with any Lotus, perfect dynamics are key to the product. Tuned by Lotus' world famous Ride and Handling team, every conceivable component, such as suspension, wheels and tyres have been developed to provide the ultimate performance both on and off the track.

The Exige will be unveiled at the 2004 Geneva Motorshow for the UK, Europe and Asia-Pacific markets. Details of specifications and price will be announced closer to this unveiling date.

The K-Series engine will continue to be used within the Elise range for the foreseeable future.