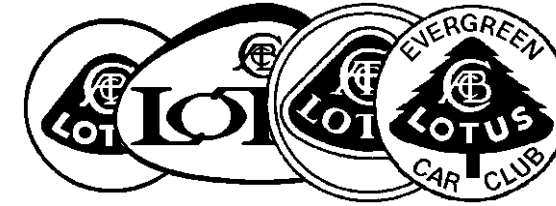




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
August/September 2004

Lotus Starts Delivering Elises

Lotus has finally started delivering new Elises to dealers and customers. The first car was delivered in mid-July and the cars have been trickling out to dealers since then. Some dealers seem to be getting cars and other dealers are not.

Unfortunately, our local dealer, Park Place in Bellevue, seems to fall in the later category. Their dealer demo car did not show up until mid-August and their first customer car, which is going to a ELCC member, was supposed to be here last month as well, but had not shown up by 24 Aug. David Duncan, general manager at Park Place, reports that their allocation is 5 cars in October, 6 in November and 7 in December.

However, in other parts of the country, people are getting their cars. The first car went to Chris Smith in Columbus, GA. Chris is a long-time Lotus enthusiast. He took delivery from Lotus of Atlanta.

Michael Sands, operator of the Sands Mechanical Museum website, which includes some of the best information about the Elise available online, and someone who pushed Lotus hard since the launch of the Elise to make it available in the US, got his car not long ago. He is still wondering if the car can possibly meet his expectations after waiting for it for so long. He is enjoying the car and can see its potential once he gets it through its break-in period.

Some people have had their cars long enough to be ready to move on to the next thing or realize it really isn't the car for them. Cars have come up for bid on eBay (along with the old "bid on my place in line" auctions) as well as a few dealerships. The pricing seems to be \$5000-\$10000 over MSRP (that is \$60k for a fully loaded car!).

Lotus has announced, effective this month, the base MSRP for the Elise will increase \$945 to \$40,930. The reason cited was an unfavorable change in exchange rates. The prices of the option packages remain unchanged.

West Side Drive

When: Saturday, September 18, 2004 12pm (Noon)

Where: Starts from Cary Blake Park, Sequim, WA

This is the same tour that David did two years ago. The tour starts a long way from where most of you live, so it will require some planning to arrive in Sequim by noon on a Saturday. You need to take into account ferry wait time and possible delays due to construction work on the Hood Canal Bridge and its approaches as well as slow RVs with few overtaking possibilities.

We begin at the park with lunch (bring your own or buy it at one of the many shops within walking distance from the park).

At 1pm, the drive begins to the Lost Mountain Winery for tasting. The drive from the winery goes through three loops to the south into countryside bordering on the Olympic National Forest.

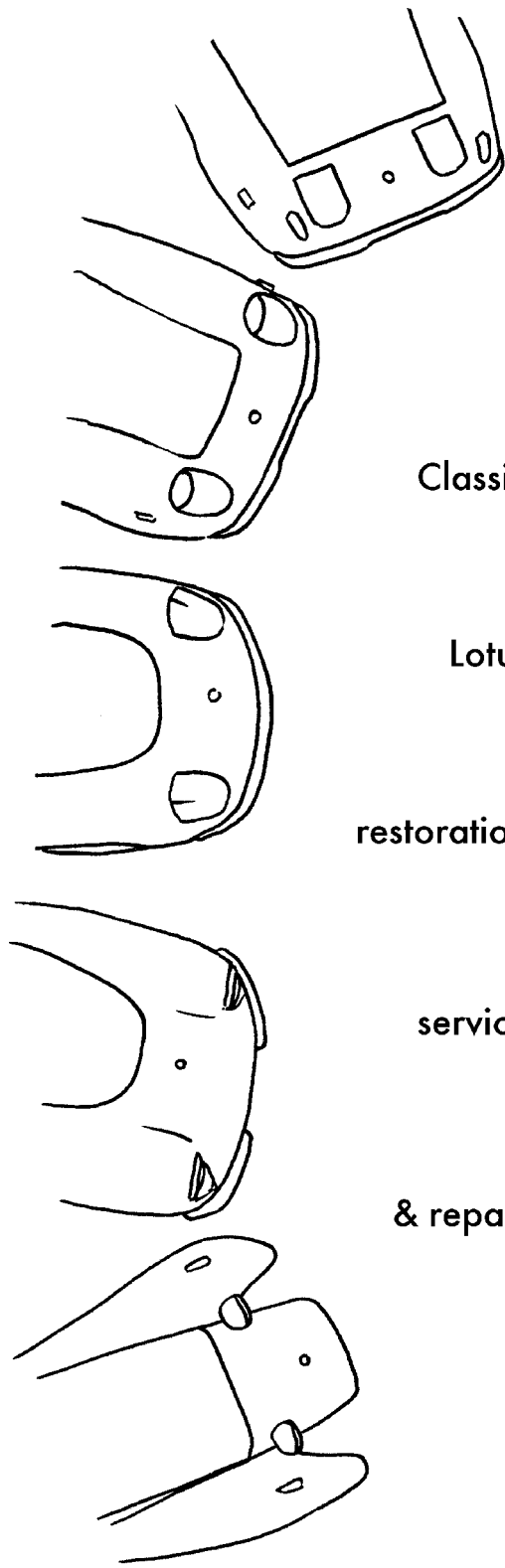
Directions:

- Drive to the Hood Canal Bridge. From Edmonds, take the ferry to Kingston, then take Hwy 104 West through Port Gamble to the bridge. From Seattle, take the ferry to Bainbridge Island, then take Hwy 305 North through Poulsbo, then take Hwy 3 North to the bridge. From Tacoma, take Hwy 16 across the Tacoma Narrows Bridge through Gig Harbor to Bremerton, then take Hwy 3 North through Bremerton and Silverdale to the bridge.

From the Hood Canal Bridge:

- Cross the Hood Canal Bridge, heading towards Port Angeles.
- Merge with US 101 North, towards Port Angeles. (15.4 miles)
- Continue on US 101 North, past Hwy 20 at Discovery Bay. (2.5 miles)
- Continue past Sequim Bay Tribal Center and the Seven Cedars Casino. (11.2 miles)
- Exit at Washington St./City Center in Sequim. (4.7 miles)
- Turn Right at Blake Ave. Look for the QFC. (1.3 miles)
- Turn Right into the Sequim Friendship Garden. Park your car at the gazebo. (0.3 miles)





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Editor's Note

This newsletter is late because of me. Trying to shovel ten pounds of activities into a five pound life. Sorry. Hope this isn't going out so late that people won't be able to attend this year's West Side Drive.

Last time, I asked whether we really need a newsletter and the resounding answer that I got from the five people who responded was "yes". Please note that at no point was I seriously considering that the club actually drop the newsletter. I just wanted to get you guys to think about what you want out of it.

So, does anyone want to put together the annual ELCC Photo Calendar? I have been doing it the last few years, but I don't have time to this year. Besides, I think it needs some fresh blood and a new perspective. If you have computer skills, it is not hard. Let me know, because we might not have a calendar for next year if someone does not step forward.

One last thing - elsewhere in the newsletter is mention of the fact that ELCC has been approached by Lotus Ltd., the quasi-national Lotus club, about becoming an affiliate of their club. I personally oppose it, but I have been an officer in the two largest Lotus clubs not affiliate with Lotus Ltd., Lotus/West and Golden Gate Lotus Club, so I might be considered biased in this area. I have nothing against the Lotus Ltd. guys; most of them that I know are great. However, I think their focus remains towards the east of the country. I, for example, could never see them having a LOG event west of the Rockies.

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:	Tom Miller labtrm@vmmc.org	(206)783-9716
Membership:	Jim Taylor jimtaylor@seanet.com	(206)232-2237
Treasurer:	Dave Billings dave@bilcoh.com	(206)241-2116
Editor:	Alan Perry alanp@snowmoose.com	(206)855-9464

Book Review - Lotus Carlton

This book, written by Ian Adcock, is the story of the development of the Lotus Carlton/Omega. What is Lotus Carlton/Omega? It is the Lotus Type 104, developed in 1989-1991. These cars were supercar 4-door sedans based on the Vauxhall Carlton and Opel Omega. At the time, Lotus was owned by General Motors. GM Europe was trying to compete against BMW and Mercedes, but no one was buying because GM was (and is) a volume car manufacturer. They wanted to improve their image. Lotus wanted to expand out into manufacturing cars for other companies. Both wanted to make the ultimate high-performance sedan. They ended up making a bit over 1000 of the cars.

The book tells the story of the development of the car from design to manufacturing to marketing to distribution. Adcock, worked in the PR department of Lotus during the development of the Carlton/Omega, so the book has an insider feel. There are plenty of interviews with the GM, Opel (designer and manufacturer of the Carlton/Omega) and Lotus personnel (including Julian Thompson and Tony Shute, key people in

the development of the original Elise). Adcock completed this book after leaving Lotus. You get a good sense of what happens when company heads decide to do a high concept project (on an aggressive time table) and then leave it to two companies, one a small hands-on English engineering company and the other a large bureaucratic German company, to implement it. Considering it was written from the Lotus point of view, the book doesn't rake Opel over the coals too many times.

The book is a large, coffee-table format with lots of nice photos and design drawings. However, given the number of topics that it covers, it is pretty short at 150 pages. It just starts to communicate the difficulty of the project in a particular area and then moves on to the next one. I wanted to read more.

For those of you sitting around, waiting for your Elise, I think the book gives a good taste of all of the stupid little things a company needs to do after you design, but before they start selling a car.

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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 want the ad to be removed.

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

For Sale: 1969 Elan S4 DHC. White daily driver. 122,500 mi. rebuilt engine and transmission by Schlossnagel racing in 1995. Full service records since 1982. Never wrecked or restored. Always garaged. Stock except Crane Cams optical ignition system, adjustable ZC needles, thermostat 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 (non-member), cbotts@san.rr.com, 858-292-1480, San Diego, CA.

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

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: 1974 Lotus Elite, original owner, only 18,439 miles; 4 passenger. Lifetime in heated storage, engine pickled, air conditioned, 5 speed, am-fm tape, interior near perfect, body perfect - no dings, paint good - Marina Blue. All manuals. \$7000.00. Chuck Stacy, 253-639-3971.

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.

For Sale: 1969 Europa S2. Type 54. West coast car. Electric fuel pump. Weber 32/36 DGV carb. ceramic coated header. Rebuilt master cylinder. New motor mounts, starter motor. Rebuilt radiator. Electronic ignition. Frame/suspension upgrades. \$7300. Mike (non-member), 425-398-1022.

For Sale: 1963 Elite Series 2 Super 100. Periwinkle/Black. 2500 miles since Randall Fehr restored in 2000 to 95 point. Class winner at Forest Grove Concourse. \$65,000. David Caley, davidcaley@centurytel.net, 360-297-4362.

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Track Driving (BMW Club, June 26th-27th) by Sean Lane

I remember my first time attending a BMWCCA driving school when one of the instructors said "After this weekend, you will have an entirely different relationship with your car". These words were the absolute truth.

Since before buying my Lotus I've been attending BMWCCA track days at both Pacific Raceways in Auburn and Spokane Raceway Park. I have found the instruction and organization to be top notch. This year's years' June event at Spokane Raceway Park was no exception.

Before I go on, let me just say that all experienced drivers should make an effort to attend the Club Lotus Northwest track days at Portland International Raceway – I'm sure they could use our support (and the cars likely to be more unusual.). Unfortunately however, these events are for intermediate/advanced drivers only. They have no novice sessions or driver instruction.

So, if you are a newbie to the track you'll need to get your "wings" somewhere, and the BMW club is an excellent place to get expert instruction at all levels for essentially free! Just ask Andre Samson – he's a certified BMWCCA driving instructor.

After arriving at the track on that sunny June morning, I was pleasantly surprised to find Andre on duty as one of the 30 or so instructors. Occasionally when I bring the Esprit to BMW track days, I feel a little bit like an outsider. It's not that the entire field is BMWs, because that's not the case, it's just that you feel like you kinda "stick out" (in a good sense). So, it was great to run into someone from the club!

The local BMWCCA chapter holds several types of driving schools. They hold "lapping" days at Pacific Raceways and other racetracks. They also hold "Novice Schools", typically at Bremerton Motorsports Park, at which students run through a circuit of driving exercises.

Event Calendar

ELCC events are listed in **BOLD**

September
18 West Side Drive a Wine Tour of Olympic Peninsula

October
17 BMWCCA Novice School, Bremerton
30 BMWCCA Track Day, Pacific Raceways

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>

If you've never been on a racetrack, I'd recommend attending a Novice School first. I'd also recommend a Novice School even if you never plan on attending a track day, or for your new teenage driver.

At the Novice School students run through a series of 4 to 5 exercises, each focusing on a particular competency. They usually have a slalom to teach you about your car's balance, a skid pad for oversteer/understeer, a simulated stop-light exercise for breaking-while-swerving, and a small oval or autocross for turning/smoothness. At the end of the day, a road course is set up by use of cones and student participants get a taste of what it's like to drive on the racetrack.

After attending a Novice School, you'll be prepared for a "lapping" event on the track. For these events, the field is divided up into several run-groups based on driver experience, car capability and relative speed. At BMW schools you'll always have an instructor in the car with you until you're qualified to drive alone, usually only after attending several track days. There is no pressure to go faster than you feel comfortable, and the focus is on smoothness, safety, learning and flat-out-having-fun.

Having said all of this, I should mention that a BMWCCA membership (\$40/year) is required for registration for any of their events. Also, due to the sheer number of BMW owners here in the Northwest, I believe the local chapter gives priority to BMW cars attending these events.

The Inland Empire BMWCCA chapter (events at Spokane Raceway Park) seems to be less discriminating. The Spokane events are held 3 times a year, in March, June and September. The Spokane events are unique in that they run both days of the weekend, offering plenty of seat time.

Club Lotus Northwest holds two track days a year, in spring and fall, at Portland International Raceway. If you're willing to travel further, the Golden Gate Lotus Club holds six events a year, at three different tracks!

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

Greetings fellow Lotusians. This month's profile is ELCC member David Caley. When I talked to him David was overflowing with more information than I needed for two articles. It was hard to keep up with my note taking so, as always, any mistakes or misinformation is entirely my fault.

I'm sure many of you have met David. He seems to make every event we hold for the club. He's a great guy to talk to and is full of information. His Lotus history goes way back. Dare I say all the way to the beginning?

David was an X-ray tech. in the Airforce and was stationed in England from 1954 to 1958. Of course he drove (and boated or flew, I don't know which) to France to watch LeMans but his first exposure to a Lotus was a Lotus 6 at Snetterton in 1955. After that it was a Lotus 9 at Oulton Park in 1956. In October 1957 an event that rocked his world (my words) took place at Earls Court in London; the introduction of the Lotus Elite. I've written about delayed gratification before and here's another example. It took David 40 years to obtain an Elite. The Lotus 7 was introduced at a similar time and a similar delay was seen before David acquired his 7 in 1995.

This is not to say he never owned a sports car before then. During the 50's and 60's David owned more cars than I had time to write down; a '35 SS1, a '57 Karmann Ghia, a '56 Healey 100, a Fiat OSCA 1500, MGs' and others. Soon, however, Med. School tuition, marriage, children, children's

Should We Become Affiliated With Lotus Ltd.? by Alan Perry

Lotus Ltd., the quasi-national Lotus club, based in College Park, MD, has asked our club if we want to become affiliated with their club. Those of us who met for the River Run tour discussed this topic and decided that this needs to be put before the membership of ELCC.

Lotus Ltd. has been around since the early-to-mid 1970s and has a couple thousand members. They have a great newsletter, sell technical manuals based on their (and other clubs') newsletter articles and hold a large annual meet, the Lotus Owners Gathering (LOG). This year's LOG is the 24th one held and the guest speaker is Dan Gurney. It is often thought of as an east coast and midwest organization, but Club Lotus NW in Portland (OR) and Club Lotus LA are affiliate clubs.

tuition and also Federal safety and emission regulations cooled David's ardor for sports cars for quite a while. A career in Emergency medicine followed along with degrees from 5 Universities and time spent living in 7 states including Philly, PA. Where he was born and raised.

When asked which events were his favorites David ranked the Christmas party as #1! Drives and tours were #2 with tech sessions coming in at #3. David feels membership in the club is vital to owning a Lotus in the Northwest due to the tech support and also being able to use his cars in tours. David also participates in the Seattle ABFM every year and has done Vancouver and Forest Grove OR.

In spite of this or because of all this activity, David is downsizing his fleet. The 7 has been sold as has the Elan (bought in response to a cold rain-soaked Michigan tour) and he is half-heartedly thinking of selling the Elite. Digital photography and other hobbies are taking up more and more of his time now but he will still be active in the club despite his looming Lotusless condition. September 18th will be David's Wine Tour, his last ELCC event as a host, so come on out and show your support for David and his event.

Thanks,
Tom

So, what does it mean to be affiliated with Lotus Ltd.? ELCC and its officers will be covered by their liability insurance if something bad should happen on a club event. (On the minus side, this could impact our ability to hold joint events with non-affiliated clubs). ELCC members would get discounts at vendors who has negotiated discounts with Lotus Ltd. (Not sure who those vendors are or how many there are, though.) However, it may also result in an increase in ELCC membership dues.

Please contact any of the club officers and express your opinion on this important topic. For more information about Lotus Ltd., please visit <http://www.lotusclub.org>.


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Taking The Long Road To The Portland ABFM by Alan Perry

It all started with my uncle who lives down in Portland. He is a Land Rover guy and Land Rover was to be featured at the Portland All-British Field Meet and he asked if I would be bringing my Elise down. I usually don't go to that show, but didn't commit either way.

I have been working a lot the last few weeks and when that happens, I lose track of time. Two weeks before the show, I told Sean Lane it was happening, but I told him the wrong weekend. The weekend of the show, I had so much to do (including getting a particular newsletter done) and was so far behind, that I decided not to go. Then, around 11pm, the night before the ABFM, I hit a particularly frustrating issue and just wanted to get away from it all.

I pulled up the web page for the event, found out what time things were and went to bed. I got up early the next morning, took a shower, grabbed my road atlas and jumped into the ...

The ground was wet, but it wasn't raining. I don't like taking the Elise out when it is raining and I think I might be driving the car hard. My car has the original MMC brakes, which are fantastic in the dry, but ... well, let me put it this way ... my Elise almost became one with the back of a club member's Europa on a club drive that stopped suddenly in the rain. I took my Volkswagen R32.

The R32 is a AWD, 240 bhp, 236 lb-ft Golf. I think of my R32 as the anti-Elise. It is a great driving car, but it is the German approach rather than the Chapman approach. It is heavy and uses modern electronic and gizmos to make it work. It is not light and simple.

As I proceeded down I-5 to Portland, I started thinking about Forest Service Road 25 down the back side of Mount St. Helens.

A few years ago, I had taken my daughter up to Windy Ridge, which gives you the aerial view of the devastation that resulted when the volcano went off. You get there by taking the northern bit of FS Road 25. When I looked the map, I saw that the road went much of the Oregon border and it looked pretty twisty. But I didn't have time then to check it out.

Since then, I had been trying to figure out how to work that road into my trips down that way (including two trips to Hood River), but I could never get the stars to align.

Well, this time there was nothing to stop me. It was 9am when I reached the US 12 East turn off from I-5 and I figured there would be no problem taking the back road and still arriving at the ABFM before everything was over. I picked up some supplies in Morton and head for FS Road 25.

As I got into the first bit of twisties, I was reminded how easy it is to drive the car. One friend who drove my R32 described the power steering as overboosted, but I think it

feels just right. The R32's AWD drive system is an electronically controlled clutch mechanism and, based on input from all sorts of sensors, the computer decides how much to engage the clutch, so how much power to send to the rear wheels. The system also uses the brakes and the open diff to apply power to one wheel vs. the other at either end of the car. Plus, the engine is a 3.2L V6 with variable valve timing and variable length intake runners. After some stumble at the low, the torque curve is fairly flat.

The car just ate up those roads. It was so easy to drive too fast in that car. I was able to get around slower traffic pretty easily (except in the most twisty bits).

It was an incredible drive. The road lived up to my expectations. But I still had to get to the ABFM.

Eventually made it down to State Hwy 14 and took it to Vancouver and crossed over to Oregon on I-5, very close to the entrance to PIR, where the show was being held.

Parked the car and went looking in the Land Rover area to find him, but to no avail. When I spoke to him later, he said that he decided not to go because he uses his Land Rover to do work on his farm and none of the guys who take their Land Rovers to shows would understand that. That's just the way my uncle is.

Then I went looking for the Club Lotus NW folks that I know. Couldn't find any of them. However, I did run into ELCC members Gary Holt, Randall Fehr and Alan McWain.

There was some controversy because McWain's Type 14 Elite had been put in the Europa class (Hmmm, didn't something similar happen at the Western Washington ABFM?). In the end, they left him in the Europa class, which he won. I was standing near the awards ceremony and it sounded like Gary won something as well.

Anyway, I chatted with Gary and Randall for a bit, then Randall left and Gary went to awards ceremny. Before Randall left, he gave a road recommendation for me to take back.

The most interesting car at the show to me was a 1978 Esprit S2 in exactly the same color as my old car - brown with tan leather and brown marcasite interior. The normally aspirated Esprits are what got me into Lotus and the only car I ever regret selling was my Esprit. To see a car so similar to the one I gave up (only in much nicer shape) reopens old wounds.

After I left the show, I went to Powell's and found the John Tipler book on the Lotus Type 25/33, which I will review in this newsletter in the future.

I took back roads all the way back to Bainbridge, including the road that Randall had recommended. It was a blast, but almost too easy in the R32.

I ended my drive 20 hours and 700 miles after I left, but I am sure that there are longer roads to Portland.

River Run Rehash by Tom Miller

What is it with me and rain? All summer long we've had great, hot, sunny days. Weeks and weeks of beautiful weather. A luxurious deep rewarding series of uninterrupted, never ending, long, satisfying summer days. UNTIL... Aug. 22. I woke up to the kind of downpour that makes news in Seattle. The kind that floods lowlands and has salmon swimming across the roads.

I called up my friend Tim who had planned to drive his TR8. "Just forget your car" I said, "We'll drive out in mine". I only had 2 cars sign up on the E-vite and one was Chuck Conti with his newly restored Elan. I didn't expect him to show up. However, as I said to Tim, "We have to go to Issaquah just in case one of these nutjobs makes an appearance". We got to the coffee shop early, Tim got a Sunday paper and I got a Weekly, we both got coffee and settled down outside at a table.

After about 20 min. I happened to look up and I saw a yellow 7. "Oh my goodness" I mumbled, "a nutjob". I jumped up to welcome Ralph Neil who drove up from Tacoma, in the rain, with no top or doors. While I talked to Ralph, Alan Perry snuck up behind me. He had brought his new R32 Volkswagen (4 wheel drive). We retrieved a map from my car and went inside to plan the route.

As we sat down, who should walk up but Sean Lane and his pal Tom Bingman. Now these boys arrived in a 325xi (another 4 wheel drive) and I thought they were going with

Lotus Results From The Western Washington All-British Field Meet

Below are the results from the Lotus car classes from the most recent ABFM in July in Bellevue.

It appears that David Caley's Type 14 Elite got misclassified as Type 75 Elite, putting the entrants in that class at a serious disadvantage.

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

1st is car #208, a Silver/Black 1999 Caterham Super 7, owned by GREG STONEKING of Woodinville, WA

2nd is car #551, a BRG 2001 Caterham Super 7, owned by CHRIS MUHLI of Tucson, AZ

3rd is car #521, a 1966 Lotus Super 7, owned by ALICE LARSON of Vashon Island, WA

Lotus In The News

Along with the Porsche Carrera GT and the Foose Deuce 0032 (a hot rod based on a 1932 Ford), Fortune Magazine has named the new Elise one of its Ultimate Midlife Crisis Car. The author of the article described its styling as "shazaam!" and a "swooping insect". The Elise's owner attitude was described as "Move over, Michael Schumacher."

us but no, they just dropped by to have a coffee and wish us well. "Not nutty enough" I thought to myself. I turned around again and Maury Montag was standing there with wife and son. She had seen the 7 and alerted Maury and they dropped in to say hello but he had to work.

Soon Alan, Neil, Tim and I were on our way over the Issaquah-Fall City Road, up to Duvall and so on. With 4-wheel drive Alan was more adventurous than us, Ralph and I drove a little more daintily. The two of them had to put up with my frequent stops to either raise or lower my top depending on the current weather conditions. I know I look super tough and macho on the outside but inside I'm just a big sis who doesn't want to get wet. I'll have you know too that Ralph stopped midway through and put his doors on! Alan countered this trend of wussification by periodically opening his sunroof.

After a few hours of fun and getting lost we started to encounter more and more afternoon Sunday traffic. We were driving slower than normal because of the conditions but the locals were positively glacial. We eventually called it a day after getting caught in one too many of these slow parades and split up.

In summary it was a pleasant diversion but not the grand affair I had planned on. Here's hoping the next drive has dry weather no matter what the temperature.

LO02 - Lotus - Elan, Elan+2, Europa

1st is car #154, a Blue 1974 Lotus Europa, owned by DAVE SHERMAN of Edgewood, WA

2nd is car #202, a Yellow 1971 Lotus Europa, owned by ROGER CROSHAW of Seattle, WA

3rd is car #185, a White 1967 Lotus Europa, owned by RANDALL FEHR of Seattle, WA

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

1st is car #283, a Hellotrope 1963 Lotus Elite, owned by DAVID CALEY of Indianola, WA

2nd is car #507, a Red 1990 Lotus Esprit SE, owned by IAN GILCHRIST of Bellevue, WA

3rd is car #418, a Yellow 1974 Lotus Elite, owned by CRAIG SHUCK of Snohomish, WA

In the October 2004 issue, Road&Track has a short blurb and photo of a new Elise "Mk 3" that will meet US crash and lighting specification (which the current has a waiver for) that they claim will be launched at the end of next year. It will be "significantly wider" and "built on an all-new modular chassis". The aesthetics of the pictured car are a move further away from the classic/retro look of the original Elise.