



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
June/July 2004

Western Washington All-British Field Meet



When: Saturday, July 24th, 2004

Where: Bellevue Community College
3000 Landerholm Circle, Bellevue, WA

The annual Western Washington All-British Field Meet is being held at Bellevue Community College again. The entry fee for the ABFM is \$30. If you are showing your car, arrive between 8am and 11am. The show officially ends at 4pm. There is a People's Choice ballot and awards given at the end. I think there are four Lotus classes this year.

Show your car, stroll around and check out the other British cars and the parts that won't fit on a Lotus in the swap meet and sample some fine English cuisine from the vendors.

There is also a cocktail party for ABFM entrants at Park Place Motors on Friday, July 23 (7:00pm - 9:00pm) and a tour of Hart Racing (with continental breakfast) on Sunday, July 25 (cost \$10 - check at the ABFM for time).

Directions:

From I-90 East at I-405:

- Exit at 148th Ave. SE.
- Go north on 148th to Landerholm Circle.
- Turn Left into the College.

Snoqualmie River Run

When: Sunday, August 22, 2004 10am

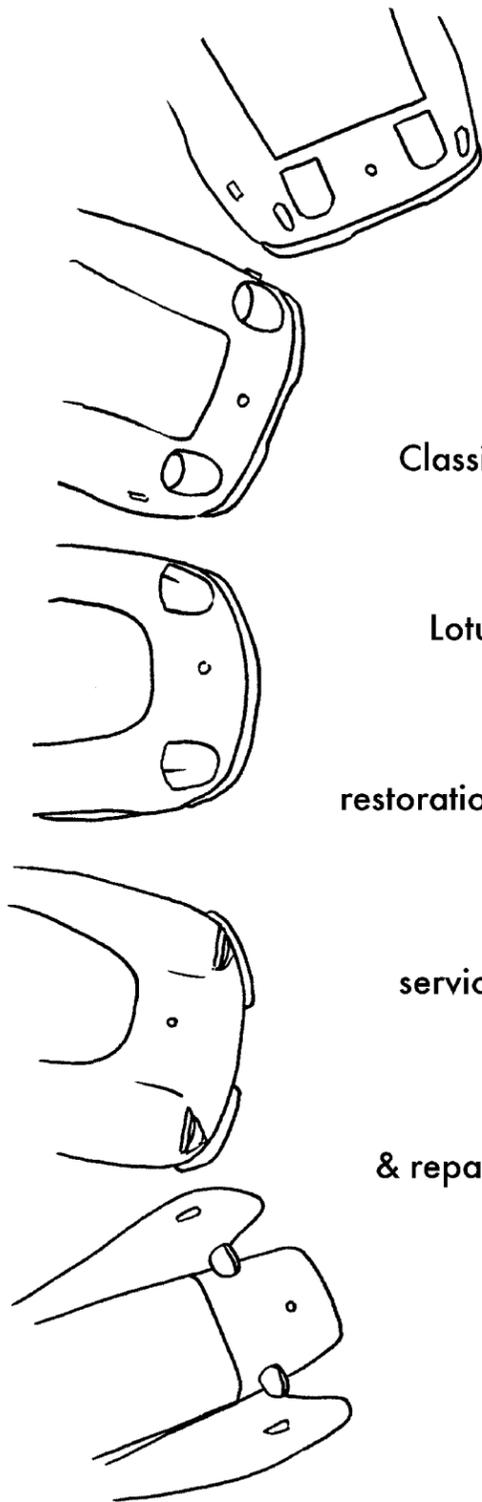
Where: Tully's, 1171 NW Sammamish Rd, Issaquah, WA

Come join the ELCC and drive your favorite Snoqualmie valley roads. We've all been there, we've all got some particular road we enjoy, let's get together and head out! Meet at Tully's and we'll check out some maps, share ideas and pick a few routes for the day. We'll probably get up to Monroe and then back down to Issaquah. Let's go!

Directions:

- Drive East I-90 to exit # 17 Lake Sammamish State Park exit.
- Turn left over the freeway and take the first right into the parking lot.
- Turn left and you're there.





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Editor's Note

This newsletter was not supposed to be this late. I had a lot of it ready in mid-June in order to announce the last minute event at John Schneeman's house on the Tuesday after the Fourth of July. However, some key articles were not ready in time, so I had to throw most of the newsletter out and start over again and shoot for a mid-July date.

The attendance at the BBQ at Schneeman's has me wondering if we really need a newsletter, or, at least, a (somewhat) monthly newsletter. It was only announced through Evite and as many people attended as you would find at an event announced in the newsletter.

There are almost no tech articles written these days. Most of the content is about club events, but do we really need a recap of who showed up and what they did? Classifieds would have a larger audience of potential readers if we just put them on the Club web site. We could also have full-color pictures there.

Because of printing and mailing, the largest single club expense is the newsletter. We could lower dues if we didn't have a newsletter. On the other hand, roughly a hundred people are club members and nowhere near a hundred different people attend the events through the year. Maybe those newsletter-only members are why we have a newsletter?

If you have the answer to why the Club needs a newsletter, let me know.

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:

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<http://www.elcc.org>

The ELCC officers are elected bi-annually and those officers are currently:

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

Book Review - Lotus: The Renault Years '83/'86

This book, written by Ken Wells, is part of a series called *Kimberley's Grand Prix Team Guides* and *Kimberley's Racing Driver Profiles* published in the 80s. Many of the books in the series were written by Alan Henry. The book is a history of Team Lotus from 1983 to 1986, when their cars were powered by Renault turbocharged engines, and includes profiles of the drivers and principle team members.

In my opinion, there is only one of two reasons that someone might buy this book. The first is that this book concerns Team Lotus and some people collect everything related to Team Lotus. The second is that the book has some excellent pictures of Team Lotus cars that I have not seen elsewhere. One does not buy this book to read it.

Wells tries to be too clever and too familiar with his writing style. These team history books can often be very dry, so I don't mind writing that also tries to entertain. Unfortunately, I think Wells' style is annoying and distracts from the subject.

He likes to use variations on phrases, like "It seemed like 'Goodnight Vienna' as both cars had power failure in Austria." and "There is no smoke without tyre." They were not all that bad, though. I did like the line "at this level motorsport is spelt B-U-S-I-N-E-S-S."

Maybe when the book came out this style of writing was more amusing. Twenty years on, though, I just found it annoying.

The book does not offer any new facts. However, because it was written not long after the events that it describes occurred, you get a sense of how the events were perceived at the time that are often different from how they are looked at now. However, the author shows such a strong bias on particular topics that you can't tell if what he represents is just his opinion or the consensus view of things.

But don't forget, the photos in the book are great.

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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.

For Sale: 1966 Lotus Elan Series 2 roadster. Yellow/Black. Original condition 35,000 miles. Immaculately maintained. \$22,500. David Caley: davidcaley@centurytel.net 360-297-4362.

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 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, 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: 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.

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. Gotti wheels. New starter motor. Rebuilt radiator. Electronic ignition. Frame/suspension upgrades. \$7300. Mike (non-member), 425-398-1022.

For Sale: Lotus sales literature, mostly early Esprit and Europa. Also, engine building bits (hone, ring compressor, valve spring compressor). Alan Perry, alanp@snowmoose.com

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2004 Historic Races by Tom Miller

We had a good showing by the ELCC both Saturday and Sunday and I'm sure everyone enjoyed the races or just looking at the cars.

Saturday saw Dave Sherman, Ralph Niel, Randall Fehr, John Schneeman, Greg Heacock, Roger Croshaw and Chuck Conti. If there was anyone else there I didn't get their name. It was a coming out party of sorts for Chuck's beautiful, like new Elan. Very nice.

I was with my friend Tim Saturday and we spent most of the time watching races. Sunday I went with Andre Samson and I spent much more time in the pits. I didn't get most of the names of the Sunday Lotus crowd but I saw at least three 7's and I believe Bill Rabel's Esprit.

Elise News by Alan Perry

Several new items on the Elise front.

A new club for Elise owners and enthusiasts have been formed. It is called *ClubIII*, named after the Elise's initial Lotus Type number. *ClubIII* is associated with the www.elisetalk.com web site and more information about the club can be found there.

Lotus did not start delivering cars to customers in mid-June as was expected at the time of writing of the previous newsletter. The cars apparently did start their boat trip by then and Lotus have been accumulating them in storage and will start shipping cars to the dealers in mid-July (as I am writing this) and dealers should have their cars by the end of the month. At least that is what was in the last official note from LCU CEO John English. In that same note, English says that 250 cars will have been built by the end of July. Current guesses put first customer delivery in August.

Event Calendar

ELCC events are listed in **BOLD**

July

24 Western Washington All-British Field Meet, Bellevue, WA

August

13-15 Monterey Historics, Laguna Seca

22 Snoqualmie River Run

September

18 West Side Drive a Wine Tour of Olympic Peninsula

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.wwsc.org>

Andre walked the pits talking to many people and introducing me to all of them. Supposedly Andre was there to snap a few pictures but in all that time I never saw him take a one.

Some of my favorites on the track were John Dimmer's 1971 F-1 Tyrrell, Dave Bean's '65 Lotus 26R and the car he battled (and chopped) on Sunday, Geoff Mattei's Ginetta G12.

I checked out the prototype federalized Elise on display and Andre checked out the booksellers, more than once! All in all it was a great time and the weather cooperated by being overcast most of both days but with no rain. Plan ahead for next year and we'll see you there.

There is a fresh rumor on elisetalk that a Lotus rep is telling folks that cars won't be in dealerships until October and won't be in customer's hands until December.

Once the cars actually start showing up for in dealerships, ready to be delivered to customers, dealers won't be just giving cars out in waiting list order. First, there was a sourcing problem with one of the components in the Lotus Sport Suspension package, so if one ordered a car with that package, it will be delayed. Second, Lotus "color-batched" production (that is, they made a bunch of, say, red cars together, then made a bunch of blue cars together), so if one ordered the wrong color, there may be a delay. Hopefully, the delay in delivering the cars to dealers will smooth out of these delays.

By the way, this week marks the five year anniversary of when I got my Elise.

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

I must begin by bring to your attention some mistakes in last month's column. My secretary decided to improve my writing by making some editing changes that my cursory proof reading didn't catch. The worst of these was changing the name Parnelli Jones to Parnell James (I couldn't read your handwriting she claims), and then there were some screw-ups in the glassblowing side of the article probably only picked up by Morgan Seely himself. I tell you she would have been fired by now had I not been married to the woman. Because of my complaints I've been "encouraged" to type this out myself. Of course you are not aware but it takes me 5 minutes of hunt and peck to crank out each sentence. Ugh! Well, here we go.

Matt Graham was one of the participants in my S.O.O.T. drive. So? You say. Well he arrived in a TVR, that's different, and he was a nice guy and I enjoyed talking to him. I asked if he would be the focus of this column and he agreed. Upon looking up Matt in the roster to give him a call for this interview I saw C/O Brooklands British Car under his listing. That sounds familiar I sez to myself. Hmmm, where have I seen that? Why in the newsletter of course! He's one of our advertisers. I really had no idea. Like I said, this is a way to find out about the folks that make up the club and I'm learning things all the time.

Matt runs Brooklands British Car which he started in 1982 by combining 2 companies; MG Only and a body and metal shop. The company restores and services cars and sells parts. Matt has been working on cars for some time with his very first project being a '51 Talbot Lago in 1967. He remembers the first Lotus he saw was a '67 Europa in 1967. This car was also his first ride in a Lotus. I can imagine the young kid with

Member's Notes

 Compiled from members

ALAN PERRY showed his Elise at the Bainbridge Island Grand Old Fourth car show and Parade. He was originally supposed to bring a rally car, but, at the last minute, the rally car was unavailable, so, instead, he put rally car decals on his Elise and entered it. BTW, he apparently did not completely fix the cooling issues reported in the last newsletter because the car still ran warm.

wide eyes, loving the ride, while the wheels turned in his head. "Oh yeah, these Lotus cars are nice but I can see right now the owners are going to need someone like me to keep 'em together".

Matt grew up in Tacoma but has lived all over the state and went to school at the U.W. and Gonzaga pursuing a law degree. He never did get to combine his talents into the greasy fingered Lawyer/Mechanic job but I'm thinking he makes a pretty good Mechanic/Businessman/Smartguy. That '67 Europa experience must have twisted his brain a little because Matt has owned 4 of them. His first was bought in Breckenridge, CO. and trailered to Tacoma, frozen brakes and all. He still owns a '67 Europa.

Matt joined the club in 1995 and also belongs to the Triumph, MG and English Ford clubs. He mentioned that he likes to talk to people with other Lotus' and he likes to tour the shops. I'll have to ask him if he'll open his own shop for a tour. When asked about the other shops and how they feel about each other Matt said they certainly respect each other and that they're all in the business for the same reasons, to save as many cars as they can. Thanks Matt for letting me feature you in the newsletter.

On a closing note, I'm wondering when we'll see the first federalized Elise at a club event. I'm willing to reward the first guy to show up with one with an authentic, genuine 2004 ELCC calendar. Now if asked real nice I'll autograph the calendar for the lucky recipient but if I see it later on Ebay going for thousands there will be #\$\$^& to pay.

Thanks,

Tom

ALAN says that Pistonheads is reporting that Westfield has announced that they are relaunching the Westfield 11. This is a replica of the Lotus Eleven, available in turn key and kit form. Pricing reportedly starts around GBP 9000. Westfield built their original replica of the Eleven from 1982 to 1988 and it is modelled after the 1957 LeMans car. There is no confirmation of this on the Westfield website, though.


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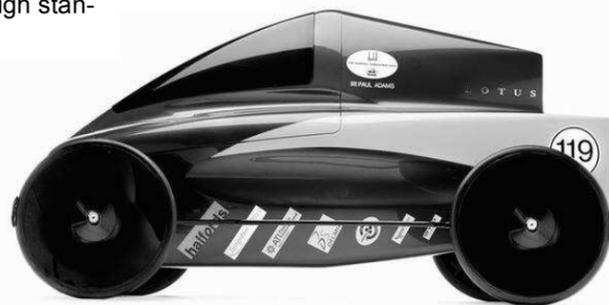
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Lotus Wins At Goodwood and Smashes Course Record Lotus PR

Hethel, 28th June 2004

The Lotus Type 119c blitzes the competition to win the Gravity Racing Club's Soapbox Challenge at the 2004 Goodwood Festival of Speed with an astounding record-breaking performance

Lotus' 24-year old Paul Adams piloted the Type 119c soapbox racer to an emphatic win over the weekend in one of the Festival of Speed's most eagerly anticipated events. The newest Hethel-bred racer, Lotus' first enclosed-cockpit 'streamliner' soapbox, set an exceptionally high stan-



dard in Friday's practice, as Adams steered the 119c to a time of under 64 seconds, smashing McLaren's record from 2002 by over a second. The competition could not match Adams' blistering pace, his nearest rival a full eight seconds adrift. Saturday saw slower times for the first competitive run due to a wet track, but Adams nevertheless secured an overnight second position behind Bentley.

The second and final timed run on Sunday saw the competition trying one by one to match the Type 119c's pace. Adams, however, was fastest again, sensationally breaking his own record from Friday with a scorching run of 63.810secs, and in doing so reaching speeds of over 63mph. Many of his closest rivals span into the hay bales on high-speed Molcombe corner as they tried to claw back

Chapman Way Again Blatantly stolen from Pistonheads

Brands Hatch rededicates thoroughfare

Brands Hatch circuit has paid tribute to one of the greatest names in British motoring and motorsport history by rededicating its main pedestrian thoroughfare, Colin Chapman Way.

Originally named after the late-founder of Lotus Engineering and multiple Formula 1 Championship-winning boss in the mid-80s, the commemorative sign was unfortunately lost several years later.

As the man responsible for high performance sports cars like the Elan, Elite and Seven, Chapman was also an innovating force on the Grand Prix circuit. His drivers, including Mario Andretti and Jim Clark, won the World Crown no less than seven times between 1960 and 1978.

some time in windy conditions. The marshals called an end to the day's soapboxing after only six of the 22 entrants had run, blaming a dangerously high crosswind. Sunday's times were therefore declared void and the fastest individual time from either Friday's or Saturday's runs were used to determine the results. Lotus won with Friday's time, 63.998secs, and with a massive margin of over 3.5 seconds from Bentley's 67.529secs, while B.A.R.'s open-topped roadster-class soapbox finished third with 69.230secs.

The team stepped up to the top level of the podium and fittingly received the trophy from ex-Lotus designer, Peter Stevens. "We've exceeded what we set out to achieve because of our hard work and the support of everyone back at Hethel," says Mick Kritayakirana, 25-year old team manager. "We were so focused on clinching the overall victory that has eluded the Lotus teams in this event for the last two years. Now it's time to enjoy the win, catch up on some sleep, and then maybe see about racing 119c again soon."

Head of Vehicle Engineering, Steve Swift was delighted with the result. "This was a splendid result over the weekend, and it is marvellous to witness the team's dedication to this project paying off. Winning is always special, but by such a huge margin and with a record time is fantastic and shows what an incredible job these talented young engineers have done!"

During the nine-month concept-to-production programme, the Type 119c project team had access to the state-of-the-art facilities at Lotus' Hethel base, and benefited from the expertise of the world-class manufacturing and engineering workforce. The Lotus Type 119c will now take its place in the Soapbox Hall of Fame at Hethel, alongside its predecessors, the 2002 Type 119 and last year's winning roadster-class Type 119b.

The restoration of Colin Chapman Way follows a request by his son Clive to new circuit owner, MotorSport Vision. Chapman explained: "*I spoke several times with the circuit's previous owners about rededicating the road, and was very pleased when Jonathan Palmer agreed .*"

"*I was always very proud that it was about the first thing that people see when they come in through the circuit gates. It's nice to think that people will once again know that this road is Colin Chapman Way .*"

He added: "*I still think the road is very aptly named – it's a straight and narrow road, which is very much what my father believed in staying on .*"

The rededication took place during a display of Classic Team Lotus's most famous Formula One cars of yesteryear at the famous Kent circuit.

Second Annual South Of Olympia Tour by Tom Miller

Well another S.O.O.T. is in the can and it actually came out quite well. I started looking at the weather forecast Wednesday and Jeff Renner had a picture of dark rain clouds with lightning bolts shooting out for Sunday's prediction. Rain!? Lightning!?! O.K., he can't nail it from 4 days away, it'll change! I mean, it's so nice and sunny now. Thurs., Fri., Sat., still lightning bolts. I threw up my hands and called everyone who was on the E-vite list. I told them the weather looked like it was going to be horrible and, although I was going to show up, I couldn't blame them if they decided not to come. Only 2 people didn't show but 2 others arrived to take their place. The participants were Dave Sherman in his blue '74 Europa, Ralph Neil and Steen Nielsen in Ralph's '89 yellow Caterham, Alex Philips and his 2001 green V-8 Esprit, and David Caley brought his yellow? yellow-green? '66 Elan. Also Matt Graham drove up with Linsey Gay in his TVR 2500m of undetermined vintage, and Gary Holt was there with his red '72 Europa. As we were standing around talking and I was thinking "Time to leave soon", up drove Faisal Jaswal with Theresa McClain in Faisal's pearl white '88 Turbo Esprit.

BBQ at Schneeman's by Alan Perry

Dave and Roberta Bean were in town for the 4th of July Vintage Races at Pacific Raceways and they hung around a couple extra days, so the Club had a BBQ at John Schneeman's house in their honor. In case you don't know who they are, their company, Dave Bean Engineering, has been supplying Lotus parts for forever. Not only that, when Lotus decided that selling parts for old cars was not the company wanted to spend its time, they made Bean the official parts distributor in the U.S. for "vintage" Lotus cars (anything older than a Turbo Esprit).

The event was very well attended, despite being planned and announced between newsletters. Of course, it was well

I shot a glance up at the clouds, sighed and dropped the top. We had a quick meeting about dogs, deer, cattle and driver etiquette and took off. Would you believe we didn't see any rain? Well maybe 2 minutes of very light, fine mist but that's it. In some places the showers had preceded us and we would alternate dry roads, wet roads, damp, wet, dry and so on with at least 50% dry.

We had the 100 miles of roads pretty much to ourselves and set a fast pace, slowing when it got damp or wet. Only one dog made himself known, he sat in the middle of our lane and watched the procession slowly detour around him. He never got off his butt.

Fortunately nothing exciting happened. We took a break 2/3 of the way through and I warned everyone of the narrow road yet to come. At the end of the drive at Tumwater Falls Park everyone marveled at our luck with the rain. David Caley, who took the many photos, said it was the most spirited drive he had been on with the club. If you would like to drive a spirited, 100 mile loop of pretty scenery and nice roads, keep an eye on the schedule for June of next year and we'll see you there.

attended by club members, not by Lotuses. The only Lotuses there were John's cars.

Let's see. Who was there? David Caley. Bob Cross. Richard Boyd. Randall. Andre. Chairman Tom. Chuck and Georgia Conti. Bob Bentler. I don't remember everyone who was there.

If you weren't there, you should have been. In addition to getting to talk cars for hours, you could have sampled the excellent food (steak and salmon) and checked out John's fantastic house.

I hope that we can convince Dave and Roberta to hang out with us and do this thing again next year.

