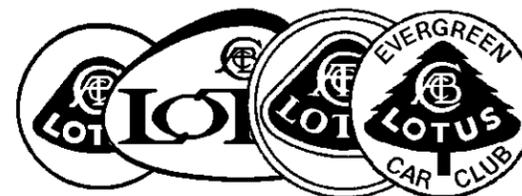




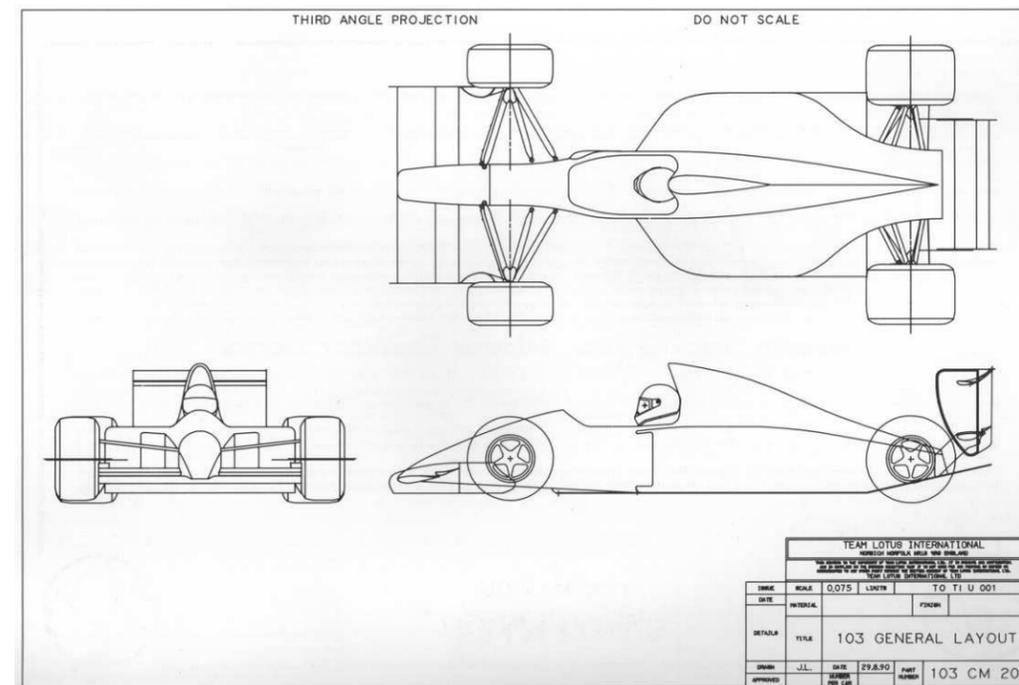
Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 October 2004

What Is This and Why Is It Significant?



Tour of Brooklands British Car and Calendar Photo Selection

When: Saturday, October 23, 2004 12pm (Noon)
 Where: Brooklands British Car, 8235 South Tacoma Way, Tacoma, WA

Come join the club and meet club member Matt Graham at his shop, Brooklands British Car. We should see a much better mix of cars from jolly olde England than we usually see at restoration shops. In fact, Matt's shop occupies the building that was the original Lotus dealer for Tacoma. He even has the original dealer sign inside his shop and says he'll light it up for us. Coffee and donuts provided.

In addition to a tour of this great shop and cars, please bring your submissions for this year's ELCC Calendar. We'll be voting on our 13 best entries for the 2005 edition.

And if that's not enough to get you there, coffee and donuts will be provided.

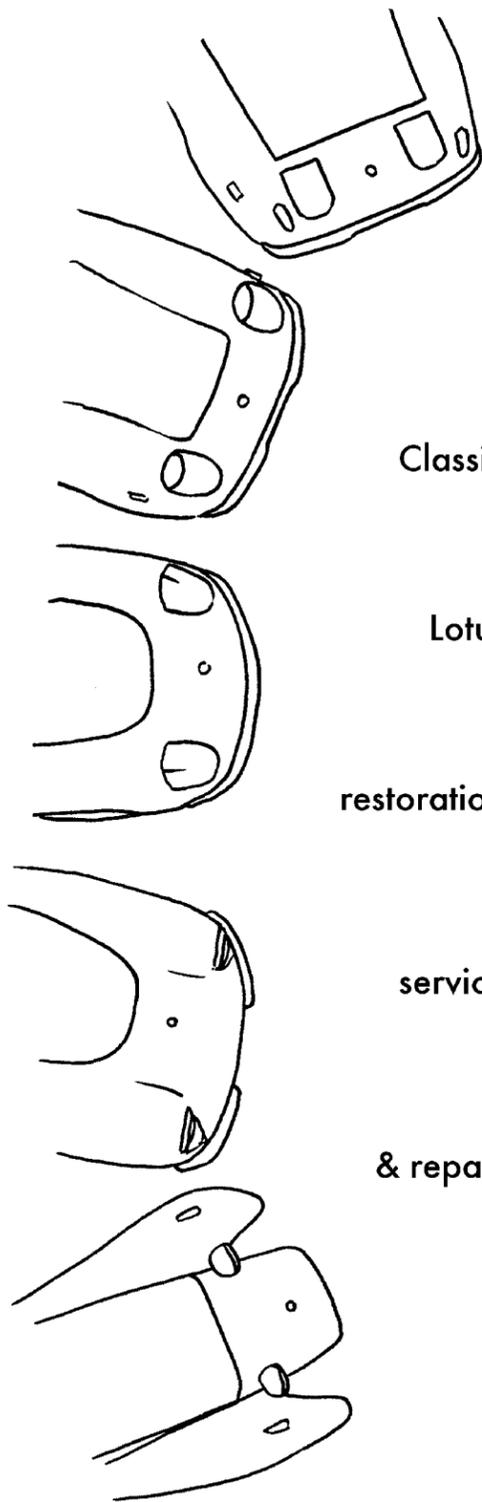
Directions:

- From I-5 North or South, take Exit # 129.
- Follow signs to 84th St. and turn Right onto 84th.
- Turn Right on South Tacoma Way.
- 8235 South Tacoma Way is next to National Auto Parts store.

No November Event

There will be no club event in November. After the Brooklands British Car and Calendar Photo Selection, the next event will be the Annual Holiday Party. This will be held in a new location, Dave Billings' home in West Seattle, on Sat., Dec 4.





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Editor's Note

OK, so another newsletter out too late for the event that it should be notification of. Sorry. Uh, you guys are used to it by now, right? You should probably be on the club's Evite distribution list anyway to find out what events are happening.

As you can see, I gave a bunch more space to the Lotus Ltd. affiliation issue this month. Or, Mark wrote a bunch of stuff and it saved me from having to fill that space myself.

I received one direct response to my query on this last month. Should I take the lack of response from the rest of you to mean that you side with me? Or should I take it to indicate that no one out there is really reading what I write?

If you attend the club tour of Brooklands British Car, be sure to state your opinion on this to Tom Miller.

Speaking of the Brooklands tour, the photo selection for the club calendar will take place there as well. Bring your photos and see if you can get bragging rights for being a published photographer. Sean Lane, frequent contributor to this newsletter has volunteered to put the calendar together this year. Thanks, Sean.

Unfortunately, neither Sean nor I will be at Brooklands.

I will be in the wilds of the Upper Peninsula of Michigan competing in the Lake Superior ProRally (LSPR), which now has taken on the name Last SCCA ProRally. SCCA pulled the plug on rally, citing insurance costs. Fortunately for my interests, rally will continue though.

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	(206)783-9716
	labtrm@vmmc.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 25 & 33

As might be obvious from the title, this book is the story of the development and race history of the Lotus Type 25 and its derivative, the Type 33, which Lotus used to win the F1 championship in 1963 and 1965. The book was written by John Tipler, who has authored a few Lotus books, including the Type 78/79 book reviewed here in May.

The Type 25 is often mistakenly referred to as the first monocoque F1 car. Chapman referred to it as a "twin tube ladder frame" or "bath tub". Even if it wasn't the first monocoque F1 car, its construction was a radical departure from what came before it and it is still considered a ground-breaking car. In 1991, Iam Bamsey wrote a "Technical Analysis" book on the Type 25. The subtitle of that book is "Monocoque Revolution" (though he admits in the book that the car is not a true monocoque), so it is clear that is how people identify the car.

The foreward of the Tipler book is written by Trevor Taylor, who was Jim Clark's teammate at Lotus in 1962-63, and the book also includes his first-hand accounts of developing and

campaigning the cars as well as accounts from several other team members who are still around.

Although the technical writing in Bamsey's book is better than Tipler's, Tipler covers the Type 25/33 better. He goes into more detail on the race history of each chassis and the evolution of the Type 25 into the 33 (as well as other offshoots, such as the Type 29 Indy 500 car). Also, Tipler was able to raid the photo collections of Team members Jim Endruweit, Ron Hickman, Cedric Selzer and Len Terry to include some excellent period photos of the cars and their development. He also tracked down the whereabouts of the cars today.

What did I like best about the book? If you have read a few of these reviews, you will know that I am going to say "the photos". I also like the story that the guy whose job was to source parts for Lotus (John Standen) was the one who came up with the original concept for the Type 25 (join two fuel tanks with front and rear bulkheads and hang the engine and suspension off of them).

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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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www.brooklandsbritish.com

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West Side Tour Wrap-up by Alan Perry

On the Tuesday before the West Side Drive, I got a call from David Caley. He had a family emergency and Virginia and he were heading off to Salt Lake. We had already agreed that I would take over leading his drive should something like this happen and he brought the route instructions and ELCC banners and sandwich boards over to my house.

Because of the likelihood of bad weather and construction on and around the Hood Canal (uh, and I was again late getting the newsletter out advertizing the Tour), I suggested that the Tour be postponed. However, the Evite had already been sent, so we went ahead with the original date.

I got up the Saturday morning of the Tour to pouring rain. Despite this, I drove the Elise. It was a little dodgy to begin with, but by the time that I got to Discovery Bay, the clouds

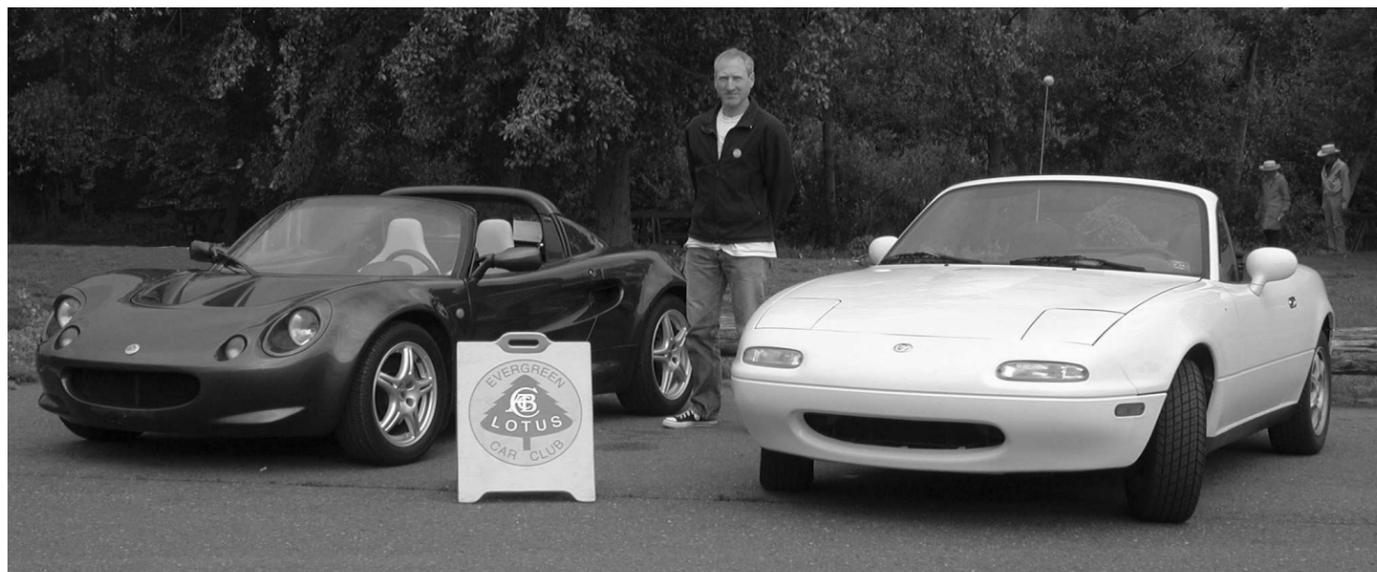
parted and a clear, sunny day broke through. Traffic was light. It looked like a great day for a drive.

I arrived in Sequim, went to the park and set up the sandwich board sign. As I was doing this, Chairman Tom showed up. After waiting through the scheduled lunch period, we realized that no one else was coming.

Tom and I broke out the DeLorme and started looking for roads to try. What we discovered was that large portions of the road atlas was wrong, but the roads leading to that discovery could be pretty fun.

We also ran some of the roads from David's schedule route as well as David's tour between Quilcene and the Hood Canal Bridge from a few years ago.

There was almost no traffic on some very nice roads. You guys who didn't show up really missed something.



Event Calendar

ELCC events are listed in **BOLD**

October

23 Brooklands British Car, Tacoma

30 BMWCCA Track Day, Pacific Raceways

November

No club event planned

December

4 Holiday Party, Dave Billings' house, West Seattle

January

TBD Officers Meeting, Wedgwood Alehouse, Seattle

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

As most of you are aware the new Elise has hit the U.S. market with rave reviews from the automotive press. It hasn't consumed my attention like many who have one on order but I am a very interested club member. It's interesting to get the human side of the issues surrounding this car along with the press so I've been reading the gossip, compliments and gripes on www.Elisetalk.com.

First of all many of these people have had deposits down for over 2 years and are very anxious to get their cars. They have taken this leap of faith by ordering a car they've never seen in it's entire federalized form, ordering option packages that may not have been finalized and colors they haven't seen on a real car. Add to this Lotus' small volume manufacturing and some production problems and you've got a knot of rabid consumers drooling over a trickle of cars and a rumor mill that just won't stop.

The basic Elise can be optioned with 2 major packages. The touring pack, \$1350, provides leather seating, electric windows, full carpet, mp3 player, a more insulated soft top, interior storage net and additional sound insulation. The sport pack, something around \$2400 I think, consists of differently styled and wider wheels, Yokohama A048R tires, Bilstein dampers with adjustable perches and Eibach springs. Oddly enough you can order both touring and sport packages on the same car as none of the options interferes with the others. All cars come standard with A/C and it seems the touring pack is the most ordered if only to get the leather seating. I find it strange that there are only 2 std. colors and most owners go for the extra \$590 for metallic or \$1200 for lifestyle colors. Order a removable hard top, \$1475, and it will be painted to match your car.

Now those deposits I mentioned earlier became customer waiting lists at every dealer. Dealers required wildly different amounts of money for deposits and some customers had deposits at multiple dealers. Some lists were very soft (a ver-

Member's Notes compiled from Club Members

ALAN PERRY was named Chairman of the Western States Rally Championship board. That will teach him a lesson about saying 'OK' when some asks to join a board.

bal # that would change over time) and some were very hard (a # on your deposit slip with your options listed). When cars started rolling off the assembly line sport pack cars were delayed and rumors said it was a wheel shortage that was the problem. Also colors were rumored to be batched with, say, 5 blue cars painted in a row rather than according to the sequence of orders received. Some dealers ordered their own cars outside the list which they sold at a premium and some dealers have been accused of selling their demo cars but that may be just another rumor. East coast dealers got more cars earlier than west coast dealers. Some dealers which were selling Rolls Royce, Bentley, Lamborghini and Ferrari considered the \$40,00 Elise a bottom feeder and gave the Lotus less than ideal attention.

All of this made mincemeat of the waiting lists at some dealers while others did a great job keeping customers informed and happy. In late August, however, another blow came with the base price on all cars inventoried after Sept 1st being raised \$945 due to currency fluctuations.

For some all this was too much and a few abandoned their quest for an Elise but not many. Some even wondered if everyone on the lists would get a current series Elise or be stuck with a series 3, out in a few years. An unknown and therefore undesirable quantity. If this sounds like utter chaos don't fret. Elise's are being delivered, happy customers are jumping for joy after their 1st drive and a new chapter is now being written into Lotus history.

What would my dream Elise be? Well, since you asked I think a base model would be just right for me. I'm not going to track the car so I think the sport pack would be a little rough. Do I really want the Lotus electric windows on the touring pack? No. A hard top? Yes. And painted all over in chrome orange. Let's see, add it all up (plus \$795 destination fee) and it's only \$44,400! Where do I sign?

Tom

MIKE GALOS, former ELCC chairman and on-and-off member, finally got his Elise. He was first on the list at Park Place and got on the list in 2001.



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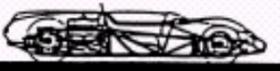
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Affiliation With Lotus Ltd. by Mark Winston

In the last issue of Lotus Lines, as Mark notes below, I mentioned that the club has been approached by Lotus Ltd. about becoming an affiliate club. I tried to write an objective article pointing out the pluses and minuses of this, but my biases are pretty strong. When Mark Winston wrote me on to the topic, I asked him if he would write up something explaining the pluses and minuses as he saw them. This is his response. - Editor

In the Aug.-Sep. edition of *Lotus Lines*, Alan Perry raised the issue of whether ELCC should affiliate with Lotus, Ltd., the national club. When I wrote Alan to clarify a couple of his points, in response he generously invited me to present my views of the pros and cons. I'm one of the original members of Lotus, Ltd., so, like Alan, I have my own biases. But, in trying to help you make an informed decision, I will try to be as neutral as possible, because, ultimately, only ELCC members can decide what's best for ELCC's future.

First, some background: Lotus, Ltd. (which I'll refer to here as LL) is an all-volunteer club run by and for its members. By charter, it is a non-stock, non-profit Maryland corporation and federally tax-exempt under section 501(3)(c). It was founded in early 1973 as a D.C.-area club and became incorporated a year later. In large part due to its monthly newsletter, *Lotus reMarque*, it grew into a national organization with over 1,000 members by 1980 – but the D.C. war horses were still doing all the work, and they were beginning to burn out! To broaden its activist base, the club then did three main things: (1) It began holding its board of directors meetings via conference call. (The current board consists of members from California, Colorado, Texas, Missouri, Maryland, Ohio, Georgia and Pennsylvania.) (2) It established the Lotus Owners Gathering (LOG) as an annual meet open to all and located outside the D.C. area. (The LOG has since been held for 24 consecutive years, as far north as Vermont, Ottawa and Wisconsin, as far south as Atlanta and Birmingham, and next year's LOG – in St. Louis – will mark the farthest west that it's been.) (3) Most importantly, to broaden grassroots support and participation for itself and the marque on a nationwide basis, the club began to help launch viable local Lotus owners groups where none existed and to establish affiliations with pre-existing local clubs.

Today Lotus, Ltd. has a about 1,140 U.S. members, distributed geographically in roughly the same proportions as the U.S. population, and about 50 foreign members. With deliveries of the Federal Elise underway, our U.S. membership is expected to grow rapidly in the coming years. Just in the last 3-4 months, it has increased approximately 13%. Our affiliate network now consists of about two dozen local organizations around the country, with many more (including several out West) slated to come on stream in the coming few months.

In my opinion, these are the main factors ELCC members should consider in deciding whether to affiliate with LL:

(1) Affiliation requirements – Pro: LL's affiliations are very loose, LL does not seek to remotely manage the affairs of its affiliates or dictate their organizational structures, and the requirements of affiliation are mostly of the basic, common-sense variety – e.g., an affiliate can't discriminate on the basis of race, religion, etc.; an affiliate's membership policies cannot be more exclusionary than LL's; an affiliate can't be run for individual profit and, like LL, must be transparent financially; an affiliate must keep LL timely informed of its calendar of events and periodically exchange local membership lists with LL for mutual benefit.

Con: No matter how loose and beneficial the relationship, affiliation does mean giving up at least a small measure of independence, and some ELCC members (including Alan Perry) do place a premium on being a member of a totally independent club.

(2) Insurance coverage – Pro: One of the biggest benefits of affiliation with LL is the event insurance coverage that it provides. LL's liability coverage, which was increased to \$2 million this year, includes LL and its affiliates, their officers, their volunteers, their members and their event participants with respect to their clubs' activities. Affiliates' meetings, parties, shows, drives/tours, etc., are all covered under the general policy as a matter of course. Competitive driving events -- autocrosses, slaloms, gymkhanas, rallies, poker runs, etc. -- and track days require the purchase of a separate binder (currently \$265 per A/C, \$140 per rally, and about \$925 for a day or weekend track event -- it varies somewhat by facility). If an affiliate wishes to include one or more other organizations as a co-sponsor of one of its events, a certificate of insurance listing additional parties as co-insured can be obtained at no extra charge. (NOTE: LL's insurance applies only to events; it does not currently cover such things as a newsletter contributor who libels someone in an article or an officer who grossly mismanages the organization's business affairs.)

Con: You can't decide to become half-pregnant on this. Event insurance is not optional – an LL affiliate must be covered in all its activities. If an affiliate "piggybacks" on another organization's event as a club (i.e., as a co-sponsor or co-stager), then someone has to provide insurance coverage that is at least comparable to LL's. If that other organization is providing the insurance, then our carrier wants our affiliate to be listed as a co-insured for the event -- as we do for others when the situation is reversed. (NOTE: The only time in recent years that I can recall LL prohibiting its affiliates from doing something occurred with respect to this year's West Coast Lotus Meet, when, unfortunately, a couple of our affiliates had to back out as co-sponsors because they could not be listed as co-insureds on the certificate.)

Affiliation With Lotus Ltd. (continued)

Of course, there is nothing to prohibit an affiliate from encouraging its members to attend other clubs' events on their own -- but, in such cases, those people are participating as individuals, not as a club, and they are outside the umbrella of the affiliate's coverage.

(3) Possible impact on dues – Pro: An affiliate's members are not required to join LL. (NOTE: Conversely, affiliation does not confer individual LL membership benefits on an affiliate's non-LL members.) Affiliates' members are, however, encouraged to join LL. The discount benefits alone (on vendor merchandise, track days, driving schools, the LOG, tech manuals, etc.) far exceed the annual dues.

Con: The affiliation agreement allows LL to annually assess an affiliate \$3.50 for each of its members who is not also a member of LL. Here's the rationale: Lotus, Ltd.'s annual base insurance premium is NOT based on a head count of the national membership. Affiliate activities being where the risk exposure lies, LL's premium is based on a combined head count of its affiliates' entire memberships – not just those people who are members of LL. Therefore, absent a mandatory LL membership requirement, it was felt to be unfair to expect LL's dues-paying membership to be out-of-pocket insuring those affiliate members who decline to join LL. The assessment was established to exactly offset that expense. In practice, the assessment has been collected only sporadically in recent years, but there is no guarantee that that will continue to be case. By the same token, LL's annual base premium cost is now closer to \$6.50 a head, and there can be no assurance that the assessment won't be adjusted accordingly in the future.

(4) The evolving Lotus landscape – The next 18 months will see more new Lotuses sold in the U.S. than in the past 20 years. The same for the following 18 months – and the

Responses So Far ...

Club member Michael Standing Wolf wrote: "I belong to Lotus Ltd. and have enjoyed their newsletter for years. I lean toward being an affiliated club to share the benefits that a larger club may obtain from vendors, etc."

Lotus News

Lotus Engineering has made available its Suspension Analysis (LSA) software package to the automotive and motorsports market. Suspension geometries can be modelled and tested to try out new concepts in their earliest phases.

Lotus Engineering also announced their involvement with the HOTFIRE (Homogeneous and Throttleless for Fuel efficiency and Reduced Emissions) consortium to research gasoline direct injection. The other members of the consortium are Siemens VDO, Loughborough University and

18 months after that – and . . . etc. In a recent Internet posting, I speculated that, for good or ill, a proliferation of Lotus clubs – and a more competitive club scene, both locally and nationally – could well result. In considering affiliation, I think you should project for yourselves what this influx will mean for your club and whether an alliance with LL is the best way to position yourselves not only today, but for the future as you see it.

To cope with anticipated growth, LL began to implement sophisticated new membership management software earlier this year. I expect it to be made optionally available free to all of our affiliates sometime in 2005. It will allow them to do such things as: cope with growing membership lists and easily produce the kind of rosters, tech assistance network listings and travel assistance network listings that LL now does nationally; issue dues notices and record collections; continuously track member interests, so that affiliate activities can be tailored to their preferences and potential volunteers can be identified; and facilitate member prospect referrals between the local and national organizations using a common data format.

(NOTE: Last issue, Alan Perry questioned whether the LOG would ever be staged out West. I personally think that, as the map rapidly fills in with new Lotus owners, expansion of the LOG concept to more places in more ways will become more viable – but, at this point in time, that's pure speculation on my part.)

(5) The right to disaffiliate – Pro: If ELCC should ever find that it cannot abide the requirements or constraints of affiliation, it retains the right to disaffiliate. Con: None.

Anyone who wants me to elaborate on any of the above points – or who has any other affiliation- or LL-related questions -- should feel free to e-mail me at mwinston@toast.net.

According to ex-ELCC Chair Mike Galos, the club was approached back about affiliating back when he was Chair and the view at the time was that the expenses outweighed the benefits, but it appears that the expenses were somewhat different from what they are now.

University College London. Lotus' Active Valve Train system is being used in the project.

To coincide with the X Prize-winning launches of Burt Rutan's SpaceShip One, *AutoWeek* ran an interview with Rutan about his work with Colin Chapman on ultralight aircraft not long before Chapman's death in 1982. It turns out that Lotus' name for the project was Elsie, so they had to bring a new Elise for Rutan to comment on. Check out the September 27th issue (or the *Autoweek* web site) for more.