



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 August 2005

Lotus Announces "Circuit Car"



Lotus has announced a new car targeted for track days and club racing. The "Circuit Car" is a single-seater (or, optionally, a two-seater), based on the Elise chassis and weighing in at 600 kg (1320 lbs.).

The car will be powered either a normally aspirated Toyota VVTL-i engine or a supercharged version of the engine. The 0-60 mph time for both cars is expected to be under 4 seconds and the 0-100 mph time for the supercharged car is expected to be under 9 seconds.

Tony Shute, Head of Product Development at Lotus says that the Circuit car "has allowed Lotus to once again apply its key 'performance through lightweight' philosophy. This is in order to achieve an innovative product for the track day and club racing Lotus enthusiast whilst staying true to the key design attributes of the Elise and Exige products. They are considered to be amongst the finest existing road and track day cars by thousands of owners around the world, and the 'Circuit Car' will build on this formidable reputation, helping to further underline Lotus as the ultimate driver's choice."

Production is supposed to start in December and the planned production rate is 100 cars per year, built in Hethel.

Club Drive and Photo Shoot

When: Saturday, August 13th, 2005 9:30am

Where: Starting at Issaquah Tully's
 1171 NW Sammamish Rd., Issaquah, WA 98027

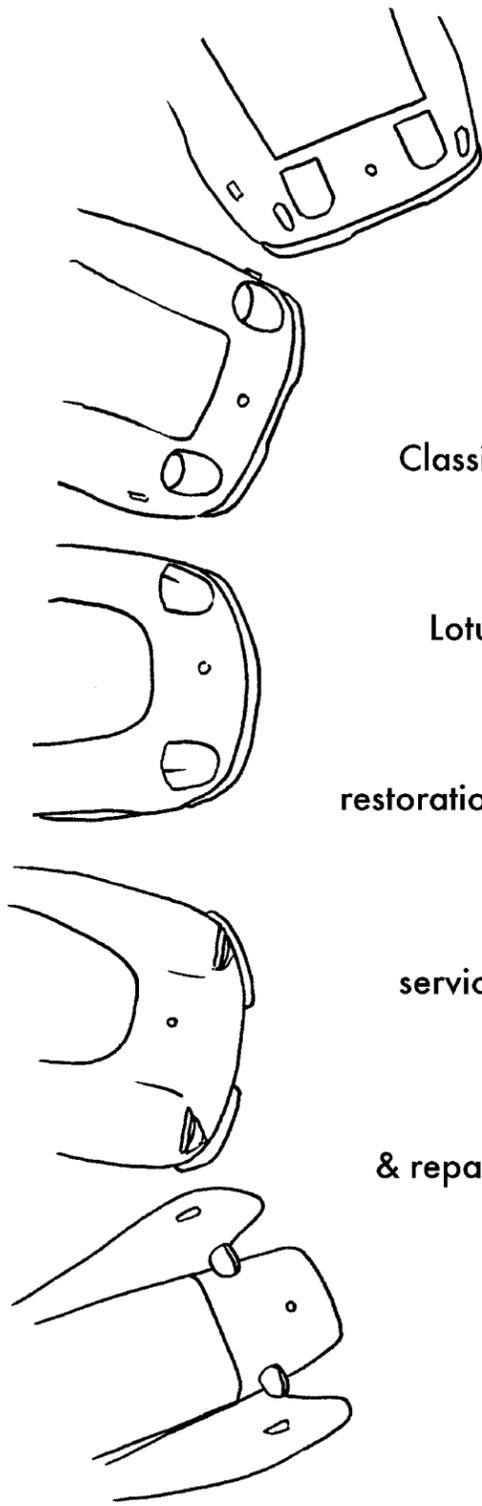
How cool would it be to see your car in the ELCC Club Calendar this year? Well, here's your chance! Come join us on this sure-to-be-sunny Saturday morning for a drive up around Snoqualmie River. We'll be stopping occasionally for photogenic moments and group shots at scenic locations. Feel free to bring your own camera, and as the calendar editor I will be snapping shots like crazy. Also, "Paging Doctor Caley", our club shutterbug, to this event!

The route is still to be finalized, but if you attended the Snoqualmie drive last year it will be a similar journey. The plan is to be finished around 1pm with an optional gathering for lunch. Looking forward to seeing you there! Call or email Sean Lane with any questions: lotustype82@yahoo.com or 206.686.SEAN.

Directions:

- From I-90 East towards Boston (uh, and Spokane):
- Take Exit 15, "Lake Sammamish State Park".
- Turn Left at the end of the exit ramp.
- Proceed one block, then turn Right into the parking lot.
- Look for the Tully's. There is a T-Mobile store in the same complex.





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Editor's Note

Let me start by thanking club member Mark Parker. He read my column last month and responded by volunteering to print the club newsletter at his business for free. He is even going to do the folding, stamping and mailing. This is a very good thing in my book. Thanks a bunch.

In September, I am organizing the latest version of the West Side Tour. Gary Holt and David Caley have put this together in the past. I am still working out the details, but I think it will start in Gig Harbor and end in Belfair and will take place on a Saturday or Sunday in mid-September. If anyone would like to attend, but have a conflict around that date, let me know and I will pick the date with the least conflict.

On the personal side of things, I am scaling back my rally activities and have decided to give vintage racing a shot. I will still be co-driving for friends in local events, but no more flying across the country at my own expense after this season. I sold the Rabbit rally car and have buyers for the Mazda (if I can find a way to part with it) and have bought a 1970 Titan Mk 6 Formula Ford. It is down in California and will be shipped up later this month.

I wanted a Formula car since well before I was into rally. As I was fixing up the Rabbit, I realized that I had no desire to drive it competitively. Besides, one needs to completely rearrange their hobbies to keep things fresh, right?

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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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Guide To Racing Cars

OK, this book is cheating a bit. Didn't really have time to read the typical sort of book that I would review here.

This is a kids' book on racing published in 1979. However, it was written by Nigel Roebuck, a very respected motorsports journalist. The book is aimed for maybe the second- or third-grade, based on what my daughter was reading then.

The book describes the world of racing in short blurbs by subject and illustrative drawings, mostly cars. The interesting thing about reading a book like this now is a) it is written from a British perspective and b) it was written in 1979.

I actually learned some things reading this book. For example, apparently back when this book was written, a driver would go from Formula Ford to Formula 3 to Formula 2 to Formula 1. Also, there was something referred to as "European stock car races", which took place on dirt oval tracks

and were run in cars like Escorts, Fiats and Beetles. The illustration shows heavy fender-to-fender contact and a car flipped over in the infield. I have never seen any old video of anything like that.

Since the book was written the year after Lotus won what ended up being their last Formula 1 World Championship, the car (the Type 79) and the driver champion (Mario Andretti) are mentioned. Since it is a kid's book, Andretti's closest competitor, teammate Ronnie Peterson, who was killed in a race at Monza at the end of the season, is not mentioned.

The Type 25 gets the most coverage in the book. Two illustrations and most of the text for "Classic Racing Cars".

This is a great book to read for its historical perspective. Plus, it is short, so if you are behind schedule with the newsletter and need to do a book review ...

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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.

Parts For Sale: Set of 4 Bridgestone Potenza S-03 Pole Position Performance Tires, size 205/50/17. Superb wet and dry handling. Used as summer tires for 6,000 miles. About 70% tread left. \$400 or \$300 to an ELCC member. Contact Sean Lane @ lotustype82@yahoo.com or 206.686.7326

For Sale: 1991 Elan (M100). Around 1990 General Motors bought Lotus and challenged them to produce an open sports car that could advance the state of the art and yet be practical, a car that would be faster point-to-point than any other car on the market. Lotus spent scads of GM's money and succeeded with the M100 Elan. Of course, in typical Lotus tradition, they lost money on every one sold and GM pulled the plug on the US market Elan after less than a year. This car has been an amazingly reliable daily driver from the time I bought it until my Elise replaced it. It has less than 39,000 miles and is

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in very good shape. The car is in Bellevue and can be seen at: <http://www.galos.net/mike/CarsForSale>.

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. \$18,000/Make offer. Maury Montag, 425-391-5359.

For Sale: Lotus 18/21 F1 car. S/N 918 - 1961 UDT Laystall. FIA papers/ Historic Lotus Register. Very good condition. Fresh FPF 1.5 L engine by Stuart Rolt. HD5 gearbox with full set of spare internals. Drivers have included Stirling Moss, Maurice Trintignant, Graham Hill, Masten Gregory. Last outings were Goodwood Revival 2000, Isle of Man Three Hills and Silverstone (HSCC). The car has been parked the last two+ years. Located in Bellevue WA. There is a substantial collection of photos and history, should you be interested. Note that the car does not have it's original body or tubes (it's on it's third set). Tim Towey. 425-454-0610. timtowey@comcast.net.

Parts Wanted: Original side curtains and top for mid/late-60s S2 Seven (black with white piping preferred). Also looking for original tunnel carpet (red with white piping) and owners manual for same car. Don, 425-357-1476, don.christopher@att.net.

From The Chair (continued from page 3)

up with a concise, well written *From the Chair* column. Okay, I'll say it. These cars aren't good for anything. You can't use them. They are worthless cars.

Thanks for letting me get that off my chest and now let me say something else. I'd kill for the chance to own a new Ford GT. I may not be moved by the Ferrari or the Lambo but the Ford has got my number. It looks pretty much like an original LeMans GT only it has all the leather and air-con and radio and power steering and all the junk you don't need but they have to offer. I'll take it all. Plus, any color I want, with stripes. Of course, it's useless. Of course, it's too fast. Of course, it's had production problems. I DON'T CARE. I love it and must have it. Somewhere out there are

Miscellaneous Items

The dust continues to settle from the management shake-up at Lotus that started a few months ago. Renaud Gasc has been appointed as General Manager Europe for Lotus Cars. The area of responsibility for this position does not include the UK or Ireland. Gasc is 38 years old and a French national. He has worked in automotive industry management at Peugeot, auto retailer Inchcape and Ferrari Belgium.

There was a rumor floating around that Lotus would be importing the Exige into the US in limited numbers. I have

Event Calendar

ELCC events are listed in **BOLD**

August

- 13 ELCC Club Drive and Photo Shoot**
- 14 SCCA Solo II #5, Bremerton
- 18 NWARC Lapping Day, Pacific Raceways
- 19-21 Monterey Historics, Laguna Seca, CA
- 26 CSCC Driving School/HPDE, PIR
- 27-28 ICSCC Race #9, PIR
- 28 BMWCCA HPD School, Pacific Raceways

September

- 2 BSCC Track Event, Bremerton
- 3-4 ICSCC Race #10, Mission Raceway Park
- 4 SCCA Solo II #6, Bremerton
- 5 BSCC Autocross #6, Bremerton
- 15 NWARC Lapping Day, Pacific Raceways
- TBD ELCC West Side Drive**
- 24-25 SOVREN Fall Finale, Pacific Raceways
- 24-25 ICSCC Race #11, PIR
- 25 SCCA Solo II #7, Packwood

October

- 2-3 ICSCC Race #12, Pacific Raceways
- 8 BSCC Autocross Novice School, Bremerton
- 9 BSCC Autocross #7, Bremerton
- 8-9 SOVREN Maryhill Loops Hill Climb
- 15 NWARC Lapping Day, Bremerton
- 16 SCCA Solo II #8, Bremerton

people who feel this way about the Ferrari Enzo and the Porsche Carrera GT. Somewhere out there are people who feel this way about Corvettes, about BMW M3's and Mustangs. Dare I say there are a few who may feel this way about Lotus? So, we like what we like for who knows why and what is my cup of tea may or may not be yours. I think it's nice that manufacturers make cars for those who are rich and those who are poor. Those with brains and those who've taken leave of their senses. Those who like leather and carbon fiber and those who like leather and carbon fiber with a Ford nameplate. Yeah, they are useless, but people are still buying them. And why not!

See you next month, Tom

been unable to get confirmation of the rumor. The source recommended that interested folks should contact a Lotus dealer fairly quickly.

In his days as a USC film student, George Lucas hung around Carroll Shelby's company long enough to get them to let him drive a borrowed Lotus 23 around the old Riverside race-track. This resulted in the film *1:42:08: A Man and His Car*. Unfortunately, the film is not available to purchase. Anyone know where to get a copy?

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

I've been giving supercars some thought lately and I'll tell you why. It started with our Elise event at Park Place Motors. I was wandering around the showroom after the event, rounded a corner and was confronted with the awesome presence of a Lamborghini Murcielago. Excuse me if I spelled that name incorrectly but it's not exactly in the dictionary. If you've never seen this car or one like it, say, the Ferrari Enzo, Porsche Carrera GT or various strange limited production cars from Sweden or Switzerland you're missing out on a unique automotive experience.

When I say unique I'm not necessarily using it in a positive fashion. First of all, some of these cars are HUGE. After lusting all my life for small cars in the Lotus vein, these cars are just too big. The opulence of this Lambo was way over the top also. I looked inside and every imaginable surface was covered in leather or carbon fiber. Of course, the seats and steering wheel but also the dash, various knobs and vents were leather and. if anyone has the audacity or stupidity to invent leather carpeting, these folks will be all over it. Walk around to the back of the car to peer in and you see an entire engine bay made of carbon fiber with other carbon fiber geegaws hiding in every nook and cranny. Yes, it was stunning and I was impressed, or should I say slapped on the face to get my attention, by this supercar.

Keep looking and you notice the paint appears to be inches deep and you make an extra effort to not even brush the finish with the slightest touch. The wheels, my goodness, the wheels were, I swear, a foot and a half deep with corresponding rubber. The engine was big, bold and beautiful. This car has the biggest, baddest and best of everything you could

think of and many things you couldn't. The performance? Probably pushing 200 MPH. The price? I don't know but I'm sure many hundreds of thousands of dollars.

Here's my problem. What the heck do you do with it? Can you drive it anywhere and park it without fretting about someone dinging the mirror finish or God forbid crashing into it? Every moment away from the car would be torture imagining what you would find on your return. Could you take it for a spin on the small twisting country roads we all like? I don't think so. The thing is just too dang wide and you can't see out of it anyway. In addition, forget the joy of shifting. These cars are good for 50 or 60 MPH in first gear. Okay, maybe one shift once in a while to remind you of what the lever (or should I say paddle) is for. Highway cruising? Again, maybe you'd need 2nd or 3rd gear and, if you used all the gears, you could go for maybe 300 yards before you were risking your license or your or someone else's life. Run the speedo up the dial a few times to extreme numbers and you can be done with the car.

And do people shop these cars with the 0-60 or quarter mile times in mind? Do you choose one over the other because it goes 0-60 in 3.9 instead of 4.1? Look, I've never even seen one of these on the road so what are the odds that an Enzo and a Carrera GT will find themselves next to each other at the head of the line with a stoplight in front of them? Your odds of getting hit by a meteorite are greater. Add to that the chance that these two guys would risk tires, clutch and pride by throwing off the gloves and actually street racing and the odds rise to that of me actually coming

(continued on page 6)




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Historic Races 2005 by Tom Miller, photos by Alan Perry

We had a nice turnout in the car corral this year. It was nice to see and talk to most everyone and I had a great time. I can't give a list of all the members there, but we had Elans, Europas, Elises, Esprits and Sevens. Something new this year, and I hope you got to see it, was the Lotus Elise display. The factory showed up with three cars, a bare chassis a big trailer to haul it all and a nice video display that I didn't get to see in its entirety. The video did have a section on Lotus cars of the past and I saw an Elan and some others in there. The chassis was very interesting and I couldn't resist putting my hands all over it, that is until I saw the "Please do not touch" sign. Oh well, it was good while it lasted. It's nice seeing the factory actually trying to publicize and market this car and not simply rely on the hard core of enthusiasts to carry the day. I'm expecting a new crowd of people to be exposed to the Lotus mystique.

Back to the event itself. The racing, as always, was interesting and so were the pits. Walking in the pits is something I find very interesting and it's revealing to see the way the different operations handle things. The big money rigs have catered, great food and mechanics ready to jump on any problem. The less moneyed groups have a nice cook

top and fewer mechanics and the lone guy having his weekend thrills away from his 40+ hour work week has a very understanding wife bent over the smoking barbecue feeding him and his buddies. Hopefully everyone is having a good time. Well, maybe not Mrs. "smells like cooked burgers".

Once again back to the event itself. I was told by a person very high up in the power structure of ELCC to be sure to mention the '65 Lotus 26R driven by Mike Malone in the small bore historic category. When a club member like this points the finger at you, you write first and ask questions later. Yes, your suspicions are correct, it was Sean Lane! Anyway, this Elan cleaned up on a few cars as it came charging from mid-field. Every lap more cars would be behind it until it finally passed the Porsche for the lead. Hooray, I knew I came for some reason and this must have been it. It's fun to see guys go all out like this but plenty of people are just out for a good time and try not to crash or blow anything up. I'm sure that they're having a great time also.

Be sure to come out next year and enjoy the fun. I may not be there and, if not, Alan Perry will need someone to help him point out all the white wax swirls on his Elise that he missed rubbing out. Oh, the humanity.



Historic Races 2005 by Alan Perry

My preparation for the SOVREN Fourth of July historic races started with the discovery that not only were our cats getting into the garage, but they had figured out how to get under the car cover that I bought specifically to protect my Elise from their inability to get traction walking on the curved fenders and their habit of sleepy on the soft top. I was expecting to do a quick clean-up and a quick fluids check. Instead, when I pulled the car cover off, I found a car completely covered in muddy cat footprints and a canvas top thick with cat fur. Ack, I was going to have to actually do some work.

But, first, I had to move the Mazda, so I could take the Elise outside. However, when I pulled the cover off of the Mazda, I discovered that the door had been left open and the dome light had been completely drained the battery. Off to Ace to get a new battery.

After I finally got the Elise outside, I started cleaning it and four hours later, I thought I was done. Thanks, Tom, for pointing out the wax spots that I missed. Because of the complicated *musical cars* (musical chairs with cars) situation that has to take place to get cars in and out of my garage and how early the ferry that I needed to catch was, I parked the Elise outside overnight (Sssh! Don't tell my insurance company!) Because of the effort that I put into cleaning it, I put it under two car covers. All of this effort resulted in heavy rain at my house. After I pulled off the car covers and went inside to take a shower, I could hear the rain start. It rained at the ferry terminal, as well as much of the way to Pacific Raceways.

I managed to get to the races without any incident. Got to Pacific Raceways, got the car into position and did a quick clean-up on it.

So, who else was there? Roger Croshaw brought his Elise. Sean Lane and Tom Bingman brought their Esprit (and pastries for everyone!). Bill Rabel brought his Esprit (not his Elise). Gary Holt and David Sherman each brought a Twincam-powered Europa. Randall Fehr brought a S1 Europa. Chuck Conti brought his Elan. Ralph (ack, what's Ralph's last name) brought his Seven (or is it a Caterham?).

I walked through the concession area and checked out the stuff there. I had to buy a book. I walked through the paddock and checked out the cars. I hung out with my rally friends for a while. But I mostly hung out at the Lotus corral.

The track tour was as crowded as usual. Just enough open track to get into a rhythm and then BRAKE, the line has stopped again. It reminded me that it has been far too long since I have taken the Elise out on a track day.

I watched one race this year. It was the one that Tom referenced in his write-up. It was a pretty good one at that. It took the 26R a couple of laps to get around the Porsche after the two of them had gotten past everyone else. It was pretty exciting.

After that, I went home. Had to go home and make sure that I had all of the wax rubbed out for the Elise's next outing at the Bainbridge Island Fourth of July Car Show.