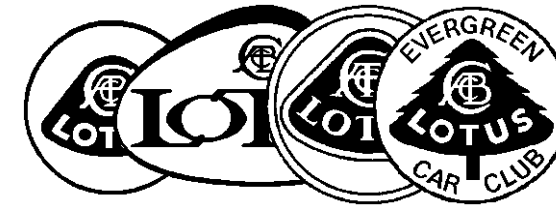




**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 January/February 2005

## Lotus Builds 20,000th Elise

In December, Lotus announced that they had built the 20,000th Elise. It was a Saffron Yellow, UK specification 111R that has been delivered to a customer.

According to Lotus, they have built approximately 70,000 cars total. The Elise has been the most numerous Lotus for some time, passing the model that previously held the honor (the original Elan) some time ago. 12,000+ Elans, 9000+ Europas, 3000+ Elan +2s and 3000+ Esprits were built during the run of those models. (Please don't ask Lotus for precise build numbers.)

The original business case for the Elise called for 750 cars to be built. Annual production now runs at approximately 4500 cars per year.

Manufacturing Director, Clive Dopson noted, "The hand built Elise has grown from strength to strength with rates of production of the car increasing, coinciding with increases in quality and efficiency. The advances in production are very pleasing and are due to the magnificent culture and modern facilities at Lotus".



He added "credit for the achievements of the Elise has to rest with the engineers and technicians in Lotus Engineering and Manufacturing, their determination and hard work have made the Elise the success it is today."

## Movie Night 2005

What: Movie Night 2005  
 When: Saturday, February 19th, 5pm  
 Where: Roger Croshaw's Home, 908 Lakeside Avenue South, Seattle, WA  
 Phone: 206-720-0064

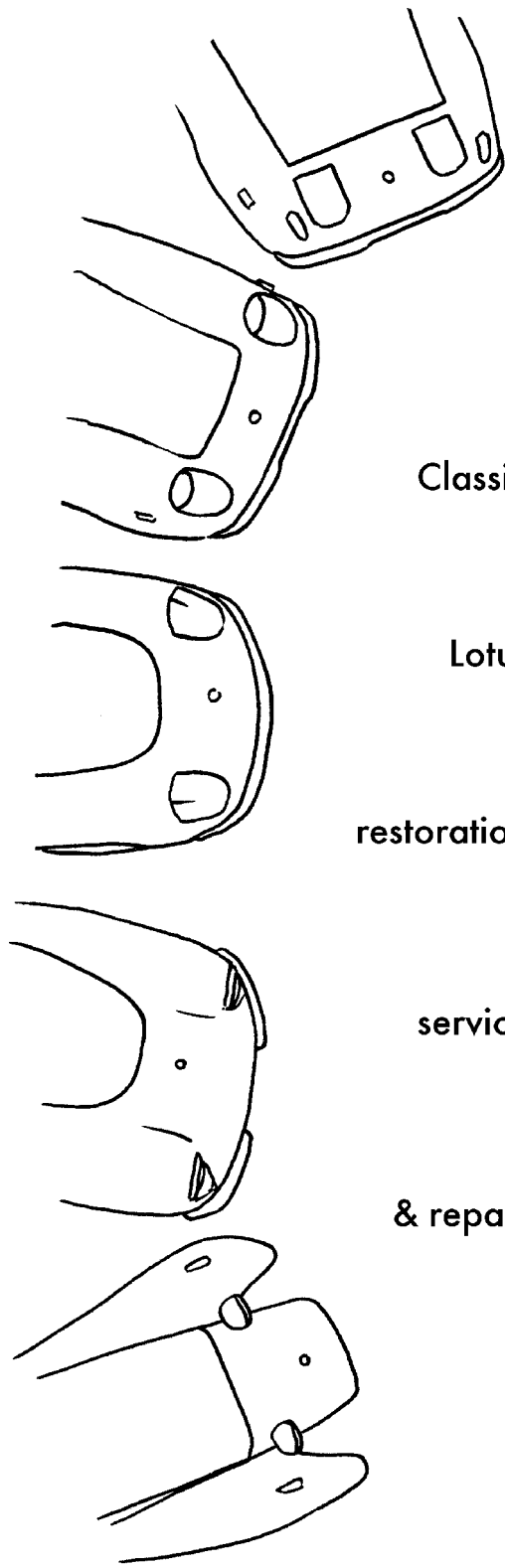
Come out and join the club in an annual celebration of Lotus (and any other car you find interesting) on the video screen. Bring your favorite VHS or DVD of your coolest, funniest, or otherwise favorite moments and force us to view them. These may be neat car chases (such as in *Bullett* or *Ronin*), manufacturers factory videos, interesting cars in uninteresting movies or any other moving picture or shiny object you find irresistible. If it is a VHS, please have it already forwarded to the proper scene. No we don't want to see James Bond seduce three women in fast forward before we get to the Esprit flying through the mountains, or do we? Know your material people or risk getting booed off stage and having popcorn thrown at you. Some of the best stuff in the past has only been a few minutes long so we're not looking for Dr. Schivago length epics here.

Now if this isn't enough to get you out of your winter funk consider the location. Movie night will be at Roger Croshaw's house. Roger has in his garage, at this very moment, a brand spanking new federalized Elise. Have you been aching to see one? Do you really want to give it the once over without a salesman looking over your shoulder? Well, actually, Roger may be looking over your shoulder but now is your chance. Throw some pizza into the mix (BYOB) and how can you resist?

Directions:

- From I-90 in Seattle, get on Rainier Ave., heading South.
- Turn Left onto McLellan after approx. 1 mile. Look for Chevron and Schucks.
- Turn Left onto Lake Park Dr. S after approx. 1/2 mile. The intersection has a stop sign and is down a small hill.
- Turn Left at tee intersection onto Lake Washington Blvd N after approx. 1/3 mile.
- Continue onto Lakeside Avenue.
- 908 is on the Right, about 1/3 mile after you cross under I-90. Look for the ELCC sign.





Classic

Lotus

restoration

service

& repair

### Randall Fehr Restorations

30 South Horton Street  
Seattle, Washington 98134  
206-622-7469

seanet.com/~rsfehr/restorations.html

### Editor's Note

In case you had not noticed, there has been no newsletter since October. First, the problem was insufficient material, then the problem became insufficient time.

It is unfortunate when that happens, but I think we all lead busy lives and I hope you all understand that sometimes things don't quite work out as planned.

In order to help make sure that I have time to work on the newsletter, I am gonna start doing the newsletter according to a fixed timeline. That way, I can put the newsletter in my schedule at a fixed time and can plan around it. Hopefully, this will also help any of you who would like to submit something to the newsletter by letting you know when I need to receive it by.

The plan is as follows: The deadline for newsletter submissions will be the 15th of the month preceding the date of the newsletter. I will be submitting the newsletter to the printer by the 20th of the month. The normal printing turnaround is one day, so the newsletter will be mailed on the 21st.

If I have sufficient material, it does not take 5 days for me to put the newsletter together. However, if I don't have sufficient material, it could take me 5 days, mostly because I would have to write more myself and I am a very slow writer.

So, I wish you all a great 2005. I hope you all get newsletters on a more regular basis in the upcoming year!

*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 Esprit

There are a lot of books titled *Lotus Esprit*. This one was written by Gerard "Jabby" Crombac, who is well known within the Lotus community as Colin Chapman's official biographer and roommate to Jimmy Clark. This book, published in 1991, is written in Italian, English and French, in three columns. This is a review of the English text only.


Unfortunately, the book is not very good. From reading it, it seems clear that the book was not written in English originally. There are a lot of grammatical errors and awkward phrasings. Even worse, there are factual errors and mislabeled photos. There is very little few facts that could not be found in other, better books on the Esprit. Portions of the

book seem to have been lifted from another Esprit book that I have. Most of the original photos in the book have the date that they were shot burned into the image (this was a feature of some film cameras - remember film cameras?). I was very disappointed in the book.

The most interesting part of the book was a road test written by Giancarlo Baghetti, who raced in the 60s, including a season at Ferrari. Baghetti had lots of nice things to say about the car, but it also seemed like it was not quite his type of car.

If you MUST have every Esprit book written, get this one. Otherwise ...

(978) 851-8370      [easygo@tingleslotus.com](mailto:easygo@tingleslotus.com)  
[www.tingleslotus.com](http://www.tingleslotus.com)



TINGLE'S LOTUS CENTER

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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:** 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.

**Parts Wanted:** for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman, 206-854-6706.

**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.

**For Sale:** 1967 Europa Series 1a. Perhaps the finest original example left in existence. This two owner car was used by Lotus for the 1967 Auto Show circuit and was sold off the

floor at the LA Auto Show that year. It has won several awards and is in excellent condition. At less than 1400lbs the Series 1a is even more pure and light in the Chapman tradition than the later, more common and heavier S2. The car is garaged in Bellevue. For more information go to: <http://www.galos.net/mike/CarsForSale>.

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

**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](mailto:timtowey@comcast.net).

## Trip To Brooklands British Car by Tom Miller

The Brooklands British Car event was a smashing success. Quite a few members showed up and a large number of them drove Lotuses. As an aside, Roger Croshaw attended with his '71 Europa and it turns out he bought it new from the dealership which originally occupied Matt's buildings. Roger's memory was not that strong so he brought along a picture of himself with the car in front of the dealer. Matt was able to confirm that this was in fact the dealer and direct him to the exact spot the picture was taken. If you missed this event, you definitely missed out on a very interesting and informative tour. Matt Graham had a fair number of broken British beauties lying around. Each one had some T.L.C. either on going or scheduled in the future and each had a story to tell with Matt serving as interpreter.

There was the pre-war M.G. and its tale of woe trying to obtain quality craft work an ocean away in Britain. A Morris Minor truck caught my eye and Matt's very beautiful

and racey looking Europa was a sight to behold. The most novel repair was to a TR 6. Oh the restoration was not the story, it was the bullet hole in the left front fender that was the story. Not too far away from the driver I might add. Matt feels the slug is still in the inner fender.

More than one car has sat abandoned by its owner with Matt showing great patience. I was also struck by the cars that had sentimental value in that they were owned by someone's parent or other and just couldn't be parted with. These cars sat in someone's garage and slowly dissolved until a jolt of lightning or something made the current caretaker drag it into Matt's shop. Matt, thanks for being there to provide your expertise and talents to restore these autos and to keep them running so that we can admire them and crane our necks as they pass us on the road going the other way. And thanks Matt for opening your shop to us, you're a great member and a real asset to the club.



## Event Calendar

ELCC events are listed in **BOLD**

February

**19 Movie Night 2005, Roger Croshaw's house, Seattle**

March

**Annual 'Andre Beats Us All At Karting' Session, Sykart, Tukwila**

April

**TBD**

May

**TBD**

June

**South Of Olympia Tour III**

July

**1-3 SOVREN Pacific Northwest Historics, Pacific Raceways**

**23 All British Field Meet, Dave Billings' house, Bellevue**

August

**19-21 Monterey Historics, Laguna Seca, Sonoma, CA**

**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

In soliciting pictures for the calendar, Bill Rabel sent me some great shots of a silver (actually Titanium) Elise in various alluring poses. Turns out it was his very own. They were pictures of his trip across country from the dealer in New Jersey where he purchased the car. Now, I'm no expert on Elise delivery schedules, but if Bill wasn't the first then he was one of the first in the club to get his federalized Elise. In my book (the book titled *Here comes the newsletter, what are you going to do*) that rates a phone call and an article. Please remember any inaccuracies are due to my poor note taking.

Bill was very gracious and I enjoyed talking to him. It turns out he lives in Anacortes but grew up in Seattle as did his parents. His family has lived in Seattle since 1900. With Seattle being a city of immigrants not many of us can claim a local heritage that long. Some of these car dealerships have been around for awhile too and I was surprised when Bill told me he had his first drive in a Lotus Elite in 1974 at Doug's Lynwood Dodge and Lotus. To me that juxtaposition is so strange but I guess many dealers carried Lotus as an adjunct to their volume sellers. Bill said a magazine review of an Elan+2 in 1972 had been burned into his memory and was probably his first exposure to the company and it's products. This led to his '74 test drive which formed another memory of "Going around corners with both eyeballs moved to one side of my head."

Bill didn't buy that car, but much later, 1992, he bought his first Lotus, a 1990 Esprit. Or was it his '72 Elan+2? Bill couldn't be sure. He has a broad interest in cars and it shows in his collection which include a '48 Chevy truck street rod, a '66 Iso Rivolta an old but pristine VW van and a '51 Olds 88 among others. Being a car nut and Lotus fan he had watched the Elise since it's inception. One time in England he saw a titanium colored Elise and knew that was what he wanted should it ever become available. Well we all know it did but Bill got somewhat of a late start and so was #90 on the Park

Place Elise waiting list. 8 or 10 months ago he heard of a guy abandoning his #7 slot at a Princeton N.J. dealer and was able to take it over. The car had not been ordered yet so Bill was able to order his Elise the way he wanted it optioned and came up with a titanium color with touring package and hardtop.

The drive back to Seattle was a kick. Bill went to the vintage races at Watkins Glen where the car was mobbed. He hit Niagara Falls and then drove through Ontario and on into the Upper Peninsula of Michigan. Bill's Elise had it's 1,000 mile checkup at 1,600 miles in Minneapolis and had no trouble with the car what so ever. He had been told to vary the R.P.M.s and dutifully ran the car up to 110 mph a half dozen times while crossing the country. I wouldn't say Lotuses are known for their comfort but Bill was able to drive 750 miles on each of the last 2 days getting home. How does it drive? "Like a video game," Bill replied.

Bill just missed winning a 2004 ELCC calendar a couple of weeks ago. I have a standing offer to award one of these beauties (personally autographed by me) to the first federalized Elise to attend a club event that I'm also at. Bill arrived at the Brooklands British Car event after 12 o'clock due to a mix up and I had already left. It was a loss for me not seeing my first Fed. Elise but an even greater loss for Bill in not receiving the coveted calendar.

I've still got to work on Bill to host a coming out drive for all the Elises in the club next summer. There ought to be 4 or 5 in the area by then and it would be a great time giving them the once over and then seeing them on the road with all the other club member's cars. Bill, I'll be getting back to you on that one but until then, thanks for letting me feature you in the newsletter. And to all you Elise owners out there, the calendar, or the brass ring as I like to call it, is still up for grabs.

Thanks, Tom



  
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<http://www.rdent.com>

## **Lotus Technology Combats Louder Interior Of The Modern Car** Lotus Engineering PR

As it launches a new patented system for actively tailoring vehicle acoustics, British automotive consultancy Lotus Engineering has found that many new cars subject their passengers to higher internal noise levels than their predecessors.

The surprising findings apply particularly to high volume family hatchbacks and superminis. Modern cars are undoubtedly better value for money, better equipped, more reliable, more fun to drive, more fuel efficient, and are safer. But as the issue of increasing interior noise is confounding the automotive industry, Lotus is launching a technology to solve the problem.

The Hethel-based consultancy's 'In-Car Active Acoustic Tailoring' (ICAAT) system allows vehicle manufacturers to create an acoustic ambience that matches consumers' expectations, and which can even be tailored to suit individual driving styles and auditory expectations.

"It's a surprise to most people that while you'd expect every aspect of a car to have improved over the last ten years, noise levels inside the car have actually worsened in the majority of cases," reveals Steve Swift, Head of Vehicle Engineering at Lotus. "As the number of clients requesting our help in this area has increased, we've been working to refine our active noise solution. With the newest version, ICAAT, car manufacturers can discreetly improve and manage interior noise characteristics."

Lotus has observed that over the last decade, while engine noise and wind noise have decreased, the efforts of manufacturers to make cars more attractive, safer, and more fun to drive have resulted in greater in-car noise.

To improve the appearance of today's cars, manufacturers fit larger wheels, alloy not steel, and low profile, wider tyres, more frequently of a run-flat design for increased safety. These welcome improvements may enhance styling and safety, but produce greater levels of road noise and transmit more of that generated noise to the passenger cabin.

The suspension configuration of modern cars compounds the issue. A decade ago, most hatchbacks had standard beam axle suspension, but many modern hatchbacks now feature multi-link suspension as manufacturers pursue superior ride and handling. This setup, however, offers multiple paths for vibration and noise to enter the car.

## **Lotus Raises Prices On The Elise Again**

Lotus has raised Elise prices in the US again. Effective with January's production, the MSRP for the Elise has been raised to \$42,990. The pricing of the option packages remains unchanged.

"In light of the continued erosion of the dollar versus the pound sterling and the resulting pressure on our costs, we

The noise is not only an annoyance, but according to Swedish researchers the presence of a low frequency monotonous noise can make drivers feel drowsy, which is widely believed to be a factor in some accidents.

Low frequency road noise cannot be effectively treated with conventional NVH tools without compromising vehicle dynamics performance. Lotus is marketing ICAAT as a viable and cost-effective solution, integrating road noise cancellation and engine order cancellation.

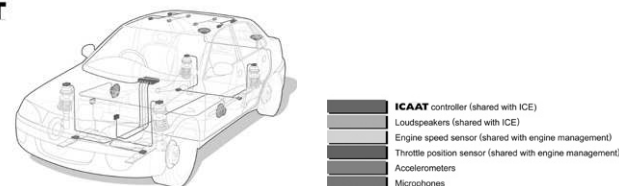
ICAAT works by reducing unwanted noise in the relevant frequency range from both the road and engine. Through complex algorithms, the technology then generates sound of an opposing phase through the car's standard speakers, suppressing the perceived level of noise for passengers.

In addition to eliminating unwanted engine and road noise, ICAAT also features a sound generation mode, as Swift explains. "ICAAT is capable of producing engine sound cues as well as suppressing unwanted noise. Manufacturers could therefore tune the engine tone characteristics between different models in a product range. Alternatively, there is the option to leave the decision to individual drivers, allowing them to choose the engine tone dependent on their mood or preferred driving experience. It's an extremely versatile and valuable technology."

Lotus' first generation active engine noise suppression system was fitted to Japanese-specification Nissan cars in the early 1990's. ICAAT builds on the performance of Lotus' previous active technology, but is significantly lower cost, and integrates into a single system the functionality of engine order and road noise cancellation, in addition to the sound synthesis feature.

Increased performance and lower cost means that active acoustics are now, more than ever, a commercially feasible proposition for high volume vehicle manufacturers. As a result the first version of the new technology is already in demonstrator vehicles, and the Hethel-based consultancy is now in advanced stages of discussions with OEMs and Tier-One ICE suppliers regarding mass-production of ICAAT.

### **ICAAT**



have no choice at this time but to make an adjustment in the Elise price structure," said Lotus Cars USA CEO John English.

The target price for the US Elise was \$37,500 and the introductory MSRP was \$39,900. In September, the MSRP were raised to \$40,930.

## **Group Lotus Announces New CEO Lotus PR**

Group Lotus plc, announces the appointment of Mr. Kim Ogaard-Nielsen, as Chief Executive Officer.

Mr. Ogaard-Nielsen (46) is a Danish national and has extensive managerial and international experience from a variety of industries. His early career was within the transport sector and included assignments in Denmark, Hong Kong, Japan, and Switzerland for A.P.Moller/Maersk and later Norasia Lines. Later he co-founded an IT-based consulting and outsourcing business, IBIS Corporation, which primarily focused on business process re-engineering and improvement through the application of web-based technology solutions.

Kim is looking forward to his new role: "We are facing tough challenges over the next few months and I am looking forward to working with my colleagues to tackle these global issues and to drive the business forward. We are fortunate to have a brand that is world renowned for producing great cars and providing innovative engineering services;



couple this with our passionate staff and we have the ingredients for a company that has a bright future."

*Editor's Note: I have found no discussion about why this change was made.*

## **Ansar Ali appointed as General Manager Europe of Lotus Cars Ltd** Lotus PR

Lotus Cars Ltd., the sports car division of Group Lotus plc, announces the appointment of Mr. Ansar Ali as General Manager for Europe.

Mr. Ali (42), an English national, joined Lotus Cars as a Business Development Manager in 2000 and was appointed UK General Manager in 2001. He has extensive managerial experience in automotive sales and marketing, both at Lotus and previous roles at Ford of Europe. Fluent in English, Italian and French, Mr Ali has a BSc (Hons) Mechanical Engineering degree and an MBA from Manchester Business School. Mr. Ali is married with two children.

Ansar Ali is enthusiastic about his new challenges, "I am looking forward to further developing the European markets for Lotus cars. We already sell the multi-award winning Lotus Elise and class leading Lotus Exige in 16 markets within Europe and we are looking to further expand our sales and service network within this region over the next few years.

"I am also looking to build upon the successes of Lotus within the more mature markets within Europe, working with the dealer network to improve customer service, aftersales support and marketing activities. Strengthening these areas is vital for Lotus as we prepare to introduce new models to our product line up in the future."

## **More Staffing Announcements at Lotus Cars** Lotus PR

The Board of Group Lotus PLC is delighted to announce the appointment of two interim General Managers within the Lotus Cars organisation Chris Arnold, currently General Manager for Lotus Sport, will take on the added responsibility of interim General Manager for Mainland Europe.

Heathcliffe Robertshaw, currently Regional Sales Manager for Lotus Cars UK will take on the added role of interim General Manager for Lotus Cars UK.

These appointments follow the departure of Ansar Ali to become Managing Director and part shareholder at Caterham Cars

## **New Management Buy Into Caterham Cars** Caterham PR

A management buy-in (MBI) team led by ex-Lotus General Manager, Ansar Ali, and backed by Corven Ventures, the private equity arm of the consulting and corporate finance firm Corven Group, has bought Caterham Cars for an undisclosed sum.

Caterham is the pre-eminent sports car manufacturer in its sector producing lightweight, affordable road and racecars with supercar performance. The company's heritage stems from the legendary Lotus Seven sports car acquired from

Lotus Cars in 1973. Over the last 30 years Caterham, headed by its founder Graham Nearn and subsequently by his son, Simon, have successfully developed the Caterham Seven. Today, the company sells more than 500 cars a year in over 15 countries, generating a turnover in excess of £15 million.

In October 2004 Caterham launched its exciting new Caterham Seven CSR model, which draws its power from two bespoke high performance engine variants from Cosworth Racing ...