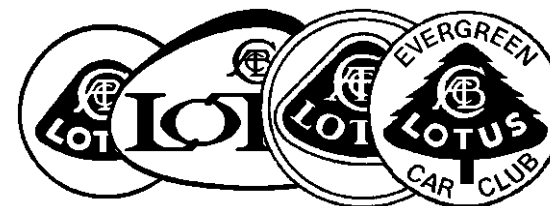




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 July 2005

SOVREN 4th of July Vintage Races

What: Pacific Northwest Histories Vintage Races
 When: July 1st-3rd
 Where: Pacific Raceways, Kent, WA
 Host: Tom Miller, 206-783-9716

The annual gathering at the SOVREN 4th of July Vintages Races at Pacific Raceways. The event features sports racing cars of the 50s and the featured guest is former CART driver Jimmy Vasser. In addition to the races, there is a car corral on Saturday and Sunday with a lunch-time track tour. Contact Tom Miller to order tickets.

Lotus To Be Featured At The All-British Field Meet



When: Saturday, July 23rd, 2005
 Where: Bellevue Community College
 3000 Landerholm Circle, Bellevue, WA

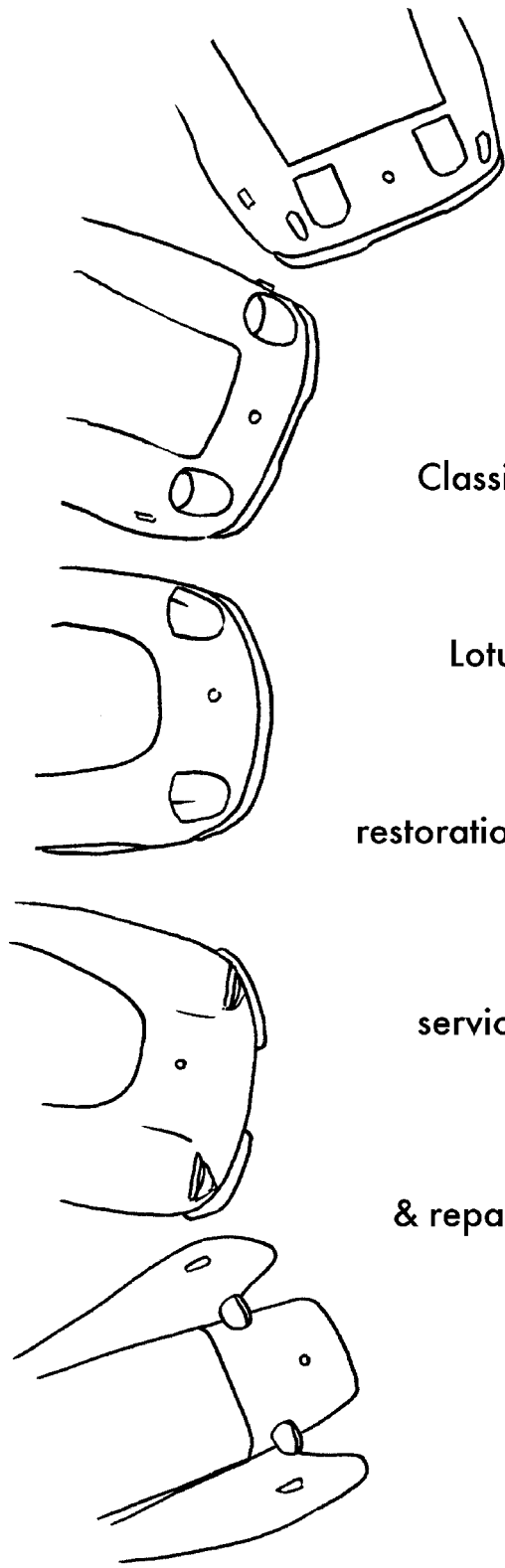
The annual Western Washington All-British Field Meet is being held at Bellevue Community College again. The entry fee for the ABFM is \$30. If you are showing your car, arrive between 8am and 11am. The show officially ends at 4pm. There is a People's Choice ballot and awards given at the end. Additional events happen on Friday and Sunday. See www.abfm.com for more details.

Since Lotus (as well as some other marque now owned by Ford) are being featured, if you have a Lotus in any condition, try and be there. Maybe if we get enough cars to show up, the owners of those other, more plentiful, English cars will learn how to pronounce the names of the Lotus models when they hand out the awards. An entry form is included with this newsletter.

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.





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Editor's Note

Thanks to Sean, Tom and Dave for providing contents for this month's newsletter. The less that I write, the better the newsletter is!

Last month, the lead item on the front of the newsletter was a bunch of Esprit pictures with the headline "Why Are These Esprits The Lead Item In This Newsletter?" I received no attempts to answer this question. That's OK. The reason why is that I found those images in the press images section the Group Lotus web site and I needed to fill up that space and thought the pictures looked cool.

What really helped them look cool was the printing job that Sean had done. I had to leave town for a rally in Calgary (co-driving in a Ford Escort Cosworth ex-works recce car, signed by Colin McRae) before I could get them printed, so Sean kindly took on the task. However, because his printer did not have the same weight paper that I normally get the newsletter printed on, Sean opted for a heavier paper.

Actually, I don't know if it was the paper or the process, but the photos came out SO much better than usual. Too bad it was also SO much more expensive to print than usual. Are folks interested in paying more in dues so that the photos in the newsletter will look so nice?

BTW, the rally in the Cossie didn't go so well. Out with cooling issues on the second stage. It did give me extra time for a scenic drive back home, though. 2200 miles in 2.5 days.

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	

Lotus Elise: The Official Story

This book is the first Coterie Press book on the Elise. The author is Jeremy Walton, who has written a number of automotive books, including two books on the Esprit. It is a 12"x12", 200+ page hardcover. Except for the Service Manual and the Parts Manual, this book has every piece of information available about the Elise up to the time it was written. (There is now a sequel available titled *The Story Continues*.) Walton (and his photographers) seems to have access from the very beginning of the Elise project, noting in the Acknowledgments that the book was written over a period of eight years.

There is not a little bit of everything; there is a lot of everything in this book. There are notes of the month and chassis number that certain features and sub-models were introduced. There is more pre-production artwork than I have ever seen in a car book. There are profiles of most of the key people involved with the development of the Elise. There are photos

of the prototype car with Compomotive wheels and "One Eleven" (one of the early potential names for the Elise). The complete evolution of the styling is shown. There are sections on the Elise 2, the M250, memorabilia and collectibles, all of the Elise variants. Everything is here.

My favorite part of the book are some very Seven looking photos of the original Elise chassis prototype. It has motorcycle fenders and Seven-like headlights. (Unfortunately, current Lotus policy calls for stuff like this to be scrapped, so it only exists in photos now.)

My other favorite part of the book is a sequence of photographs that outline the production line of both the S1 and S2 Elises. This is done through 60 photos of each line.

I like the John Tipler and Alastair Clements Elise books, but I would give them both up for this book. Of course, you might need to because this book costs more than the other two combined!

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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: 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 \$350 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

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.

Driving Notes from the 2005 "Run to the Gorge" by Sean Lane

The *Run to the Gorge* is an annual event sponsored by the Puget Sound British Automotive Society (www.abfm.com). It's a Time-Speed-Distance (kinda) rally that runs from Jaguar of Tacoma in Fife down to Hood River Oregon and requires no previous rally experience.

Event Chairman, Arnie Taub, said that if other low-key rallies might be called "rally-lite", this one would certainly be called "rally-nonfat". However, the winner of the event will finish the two legs of the drive in exactly the amount of time that Arnie drove the route on the previous Tuesday, in a Jeep Cherokee, while trying to obey to the speed limit. So, as you can tell already, this was a scientific exercise.

I was planning on driving my Esprit, but, as luck would have it, the clutch master/slave cylinder went out the day prior to the event. This is really the only problem I have had with the car in my two years of owning it, but the timing is classic Lotus, isn't it? So, that left us with a choice between our BMW and VW, either way we knew we would be chastised for driving a german car. And indeed we were.

Being a rookie to this event, I was glad to see some others from the ELCC in attendance. Jess and Eddie Marker were there in their red and pristine M100 Elan. Don and Sheila Anderson drove their new yellow Elise, which attracted much attention. Jim Taylor was one of the organizers of the event so he, Nancy and their niece were there. What's

that you ask? how do three people fit in a Europa? The answer is: they don't, which is why Jim was also in his BMW.

There were probably more Jags than anything else, and many of those were quite old (from the early 50's?). The rest of the field was made up of MG, Austin Healy, Triumph, Bentley, Rolls Royce, various other British makes, and a Delorean which I followed for awhile.

The advertising for the event read "you'll be driving on roads that you've probably never driven on", and to my amazement this was not an empty promise. The rally lead us down the east side of Mt. St. Helens on state route on some splendidly twisty roads, corners rated between 15 and 35 mph, with very little traffic. I found it very difficult doing the speed limit (remember the contest), and eventually gave up trying.

This year's route apparently is not available most years due to snow, the road would actually still be closed. The last time they did this route in recent years, the road had just opened days prior and there was 6 feet of snow on the shoulder along some of the route, so I'm told.

After arriving at Hood River, participants attended a cocktail hour, dinner, and awards ceremony. As you might have guessed, our car was not among the winners for the TSD rally, nor were any of the other Lotus club members. I think we were all too fast. Next year, I think I'll take a 1/2 hour picnic to kill the extra time!

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>

Event Calendar

ELCC events are listed in **BOLD**

July

- 1-3 **SOVREN Pacific Northwest Historics, Pacific Raceways**
3 BSCC Autocross #5, Bremerton
8-9 IRDC High Performance Driving School, Pacific Raceways
10 BMWCCA High-Performance Driving School, Pacific Raceways
23 **All British Field Meet, Bellevue Community College, Bellevue**
29-31 ALMS Race, Portland Intl Raceway

August

- 14 SCCA Solo II #5, Bremerton
18 NWARC Lapping Day, Pacific Raceways
19-21 Monterey Historics, Laguna Seca, CA
26 CSCC Driving School/HPDE, Portland Intl Raceway
28 BMWCCA High-Performance Driving School, Pacific Raceways

September

- 4 SCCA Solo II #6, Bremerton
5 BSCC Autocross #6, Bremerton
15 NWARC Lapping Day, Pacific Raceways
24-25 SOVREN Fall Finale, Pacific Raceways
25 SCCA Solo II #7, Packwood

From The Chair

I was talking to an Elise owner at a recent event and it got me thinking again about the various types of enthusiasts we have in the club. I should back track a little and say I'm amazed when an Elise actually shows up at an event. They are still very rare and I've never seen one on the road as I'm driving around or seen one parked anywhere. As an aside, I'm still waiting to hand out my prize to the owner of the first Elise to show up at a driving event. That prize being a brand new 2004 (not 2005) ELCC calendar. I first offered this prize in 2004 and I see no reason to sweeten the deal by making the calendar a current one.

As to our various types of members, well, of course, you've got the guy who knows all the Lotus cars, both racing and road. This is the member who can tell at fifty paces whether the Formula Junior has been reworked with some non-standard item or not. Heck, anyone who knows what a Formula Junior impresses me enough. I'll look at a car and instantly see that it is a single seat, open wheel car probably from the 60's and then a confused look spreads across my face.

Another kind of member is the type who has in the past and will in the future work on his own restoration project. He probably has restored any number of Lotuses and is just waiting for the next project to appear. He has a great deal of knowledge about how these cars are put together and the skills to do the project right.

A 3rd type of member owns an old Lotus, say an Elan or Europa. He knows the lineage of his car and how the model fit into the Chapman idea of building cars and trying to make money at it. He knows what parts on his car come from a Ford or a Morris (are there Morris parts in a Lotus?) and why they are there.

Finally, there are the guys like me who have an appreciation for the company and the man, know a little of the history and

aspire to have a Lotus. We understand the "less is more" theory of weight and complexity and the Chapman struggles to keep his company liquid while turning out some of the most memorable cars in racing and road history. We want a Lotus because we are aware of the intertwined human and mechanical history.

Well, there are many permutations of all the above qualities of ownership, knowledge and appreciation but my discussion with the new Elise owner made us both think of a new kind of member who may show up at our next club event. This new member will know absolutely nothing about Lotus. I know it's hard to imagine but it is going to happen. The Elise is being written up in every car mag there is and writers are going nuts over it. They will start showing up on streets and somebody who was looking for a Corvette or a Ferrari or an Audi will think, "I've got to have that thing". And he will, along with some information about our little club. Imagine this guys reaction when he shows up to an event and sees old Elans and such that are even smaller than his car and have the same funny round yellow and green badge on the front. Imagine what he thinks when he sees sports racers and single seaters or even an Indy winner with that same round badge.

I guess what I'm saying is when you meet up with this theoretical new member take it easy on him. Don't say, "What, you didn't know about Le Mans and why we spit every time we say the word?" Be understanding when he asks if your Seven might be one of those Triumph cars he's heard about. Explain without malice that the initials ACBC is not a heavy metal band. In short, let's try to be open and friendly and remember that we were all ignorant once and some of us still are.

See you next month, Tom




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Third Annual SOOT by Tom Miller, photos by Sean Lane

The third annual SOOT is in the can and it was a pretty good time. I'm amazed that all the people got to the starting point because the name of the road off the freeway had been changed to Tumwater Blvd and the meeting place was no longer a Texaco, but a Shell station.

There were eight cars, including mine, which is a pretty good number. Not too big, not too small. Chuck Conti, Gary Holt, Don Sherman and Ralph Neil were there with an Elan, 2 Europas and a Seven. Tim Holmgren followed me down with his BMW M5 and I drove my Elan series VII. Sean Lane and Tom Bingman arrived in a Golf GTI because the Esprit was having clutch problems. I met a new member (new to me) Mark Sterner who drove his Delorean DMC-12. This was such an interesting car and I had never really looked at one close up with all the doors and hatches open. I thoroughly enjoyed the tour Mark proudly provided.

So we set off and saw not one deer nor dog. What we did see for the first time on any SOOT was a torrential downpour that sent us, well me and Chuck, off the road to quickly put up our tops. That rain soon stopped and we came upon dry roads again, for a time anyway. Alternating wet and dry kept the speeds down somewhat and no one had any trouble. We made our traditional potty stop at the volunteer fire dept. and had to leave early when the siren went off.

Everyone liked the narrow part near the end and on the last corkscrew Mark said his Delorean's dome light came on and stayed that way for awhile. "A true British car," I thought. We ended the drive at Tumwater Falls Park and then Ralph suggested we eat at a place in Tacoma. Amazingly, we were able to keep 5 cars together in a driving rain on I-5 all the way to the place that only Ralph knew the location of.

In summary, if you want to go on an incredible tour with some Lotus cars and whatever else shows up and you want to see a little of the south sound, keep next June in mind and try to attend the 4th Annual SOOT.



Lotus Estate Planning by Dave Billings

The estate auction for Bob Wells' was held almost 2 weeks ago. There were a few club members in attendance, myself included. Bob was truly an eclectic individual, with numerous and varied interests. Combine this with his being single, and therefore having no one to check him on his hobbies and accumulations, and you can imagine the treasure trove of items left behind.

I've not attended an auction like this before, and it being someone I knew, the whole experience was mostly surreal, and often sad. My primary goal was to ensure that the Lotus items, from magazine stacks up to the cars themselves, were given their due and not purchased for pennies on the pound. I even took a couple thousand in cash, prepared to buy a car if I could keep it from "leaving the family."

While I wasn't able to stay the entire day (there were 700 individual lots being auctioned), all the Lotus items were fetching surprisingly good money. At least the first goal was accomplished. The items were generating good rewards for his estate. In fact, despite my numerous efforts, items were constantly bid beyond my comfort zone, given that I was mostly bidding in hopes of bringing a box or two of goodies back to the club, and thus spread a little bit of Bob to those of us who knew him. In the end, I left feeling somewhat frustrated.

Bob was a kind and generous fellow. I can't help but feel that, had he been given the gift of advance warning, he would

have wanted ELCC and SOVREN folks to have a first crack at some or all of the items he'd collected over the years. While capitalism might not have been fully served, I think he would have felt satisfied to have things going directly to those who would have valued them, both for the item, and it's connection to Bob. I'm also quite confident that this would have made his family happy, as they struggled greatly with how to most respectfully deal with his collections, yet within their own constraints of time and distance. I'm certain they would have gladly given away several thousand dollars of memorabilia if Bob had left that directive.

My fondest wish, and the gift that I hope Bob can give our club, is that we think about this issue in advance. I hope everyone has handled their estate planning, whether young or old. But make sure to take it one step further. If you want the fruits of your Lotus passion to generate maximum dollars for your family, more power to you. And if you'd like those fruits to go directly to people who will cherish them, and think of you each time they look at them, make those arrangements too. I came away with a couple of Lotus hats and a "Cream" box set, and I think of Bob each time I wear a hat or listen to the CD.

God Bless Bob Wells, and the numerous lives he impacted while on this earth. I'm sorry I got to know him best only after he left us.

Park Place and ProFormance Racing School Offer Driving Program on 29 June

Park Place Ltd, has arranged an exclusive day at ProFormance Racing School for their customers and friends. The curriculum for the One-Day High Performance Driving Program includes an extensive mix of street survival skills and high performance driving techniques.

This curriculum has proven to be a highly successful program for increasing driver skills in one day. The teaching guidelines ensure a minimum of anxiety with a maximum of FUN.

This program is tailored to entry-level sport driving enthusiasts. Students will participate in exercises such as; threshold braking, ABS experience, high aim vision slalom, and collision avoidance. These drills are in preparation for the afternoon's total driving experience of lapping on the 2.25 mile nine turn road-racing course. These sessions are conducted with one on one, in car coaching.

In addition to the skills that you will gain, the class will certify you for future lapping days with ProFormance Racing School. The campus is located in Kent at Pacific Raceways.

Full tuition for the program described above is \$445.00 as a client of Park Place Ltd; your tuition is reduced to a rate of \$395.00 with breakfast and lunch being served.

Pre-qualified drivers (having taken the one day school or been on track with us in the last 6 months) will be eligible for afternoon lapping at \$175.00. (Limited to 12)

Don't miss this great opportunity to learn the handling characteristics of your car and to improve your driving skill and enjoyment.

The Park Place Ltd track day is scheduled for Wednesday June 29th, 2005 from 8:00 AM to 5:00 PM

Please join everyone back at Park Place, Ltd immediately afterwards for wine, beer snacks and stories! You will also receive a complimentary photo disk of the day's event.

For further information and sign up contact: Shannon Low at (425) 748-0109 or e-mail RSVPs to shannonl@parkplaceltd.com.