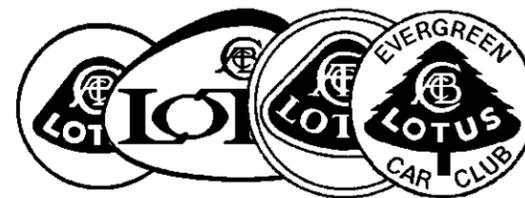




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
 June 2005

Why Are These Esprits The Lead Item In This Newsletter?



3rd Annual South of Olympia Tour

What: South Of Olympia Tour (SOOT)
 When: Sunday, June 5th, 10:00 am NEW DATE - NEW DATE - NEW DATE - NEW DATE
 Where: Just South of Olympia
 Host: Tom Miller, 206-783-9716

What started out a few years ago as a gathering of like minded individuals has slowly blossomed into a huge extravaganza with corporate sponsorship, giveaways, supermodels, bribes both under and over the table and, and, ummm.... Wait a minute. I'm thinking of the annual Holiday party. Oh, yes. The SOOT! Well, it's stayed pretty much the same. Alternately called the "Deer Dodge", or the "I hope it don't rain" tour, it's 90 miles of country road fun. Many have attempted it and few have complained. I know it's a long way for us Seattlearianites but think of those poor people in the South Sound who never get any consideration. This one's for you.

Directions:

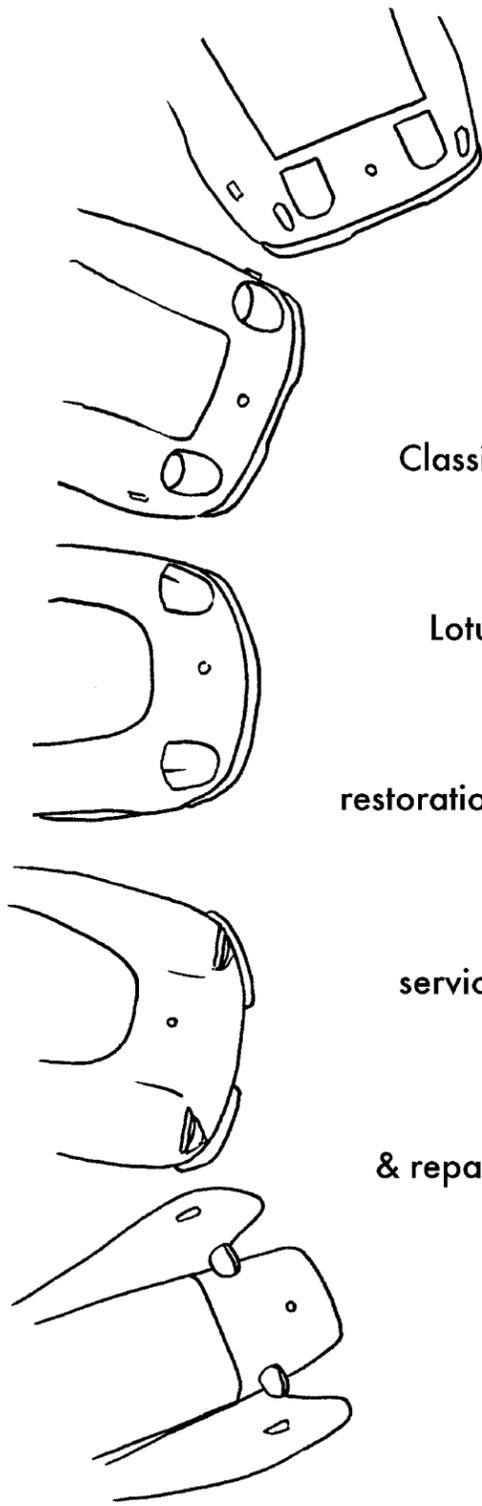
- From Interstate 5 South, towards Portland, take Exit # 101 (not Highway 101).
- Turn Left onto Airdustrial Way.
- In approx. 1 mile, turn Right onto Capital Road then Right into the Texaco parking lot.

SOVREN 4th of July Vintage Races

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

This is a pre-announcement for 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.





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

OK, this newsletter was delayed for the usual reason that the newsletter gets delayed - lack of content.

Actually, this month was worse than usual. I searched and searched and could mostly items that were sold old that they were no longer interesting. I ran the description and photos of the Lotus Sport Exige because it looks pretty cool, but the info was released by Lotus around the beginning of the year.

There wasn't even any interesting Lotus related items on eBay in the last couple weeks.

I hope it will be better next month. Maybe I will start making up news.

Hmmm. Maybe I should mention this when I am trying to find someone to replace me as editor!

On to other topics ...

I have added another rollover to my rally career statistics. Doug Chernis and I were running in the Rim of the World rally down in California in a stage along a ridge above LA. Just before the rollover, we were going too fast over a jump and broken the suspension and a wheel. However, it IS rally and continued on. About a quarter mile up the road, the broken suspension caused us to steer into an embankment inside a turn and hit a rock buried there. That flipped the car over. No injuries, just some bent panels.

So, my rollover count is Mazda 323GTX - 2, Mitsubishi Evo IV - 2, Subaru WRX - 1.

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

Alex Zanardi: My Sweetest Victory

This is the autobiography of CART champion and former Team Lotus driver Alessandro Zanardi, co-written with Italian journalist Gianluca Gasparini. Zanardi is probably best for one of two racing incidents - his last lap pass of Bryan Herta going into the Corkscrew at Laguna Seca and his near fatal accident in 2001 when he lost both his legs.

As an autobiography, the story is told from a first person point of view. He talks about how his parents encouraged and became involved with his karting to keep him close after his sister was killed in a car accident. He talks about the ups and downs of his racing career, often quickly going from the driver that every team wanted to the being with a drive on several occasions. And, of course, he talks about his recovery from the accident where he lost his legs, getting the prothetics figured out and learning to drive a race car again.

The Lotus portion of his story is fairly light on details, particularly compared to what he writes about his time with CART

and Chip Ganassi. Zanardi had a chance to join Benetton, but went with Lotus because of the Lotus name, history, etc. He was almost killed when the Lotus Active Suspension in his car failed in practice at Spa and then team principal Peter Collins kept putting off his return for health reasons while better-funded driver Pedro Lamy took his place. After Lamy was injured, Zanardi got his seat back until another driver bought his way in. Zanardi became the last #1 driver for Team Lotus after Johnny Herbert left. And then Collins stiffed him for half of his pay when Team Lotus went into receivership.

This is funny, touching, interesting and easy-to-read story. Zanardi comes across as very down-to-earth, admits to his mistakes and presents what seems to be a very personal side of his story.

Of course, I am a major Zanardi fan, so, even if the book sucked, I would still recommend it!

Lotus Parts Specialists
Raymond D. Psulkowski
290 Raub Road, Quakertown, PA 18951
Phone (215) 538-9323 Fax (215) 538-0158
e-mail rdent@rdent.com
<http://www.rdent.com>

(978) 851-8370 easygo@tingleslotus.com
www.tingleslotus.com

TINGLE'S LOTUS CENTER
1615 SHAWSHEEN ST., UNIT 8
TEWKSBURY, MA 01876

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.

Shop Tour at Vintage Racing Motors by Sean Lane, Photos by Andy Keck

The weather was beautiful for our visit to Vintage Racing Motors and about 25 club members showed up to have a look at vintage race cars of all sorts. Many members drove their Lotuses and there were at least two Elises in the parking lot. It's really great to see Elises showing up to club events and cruising around Seattle.

If you've ever been to the SOVREN races and have walked around the paddock, you likely have noticed VRM's elaborate transport vehicle and support station for their customer's cars. It was a real treat to see these cars up close and to hear some of their histories.

One of our hosts, Thor, said the VRM basically has three components to their business: 1) Repair and restoration of vintage race cars; 2) storage, transport, and race support for vintage race cars and their drivers, and; 3) Sales of vintage/rare/historically-significant racers. "If it has a license plate, they don't touch it" is their general rule.

I personally wasn't very familiar with many of their cars on hand, but some of them included a late 50s BMW 507 (inspiration for the Z8), two Lotus 23s, Lotus 11, Mallock Racer with Lotus twin-cam (for sale), mid 50's Jaguar XKD (for sale), Ferrari, Maserati, Alfa, Lola, Mirage; There were about 35 cars in total.



Event Calendar

ELCC events are listed in **BOLD**

June

2-5 West Coast Lotus Meet, Lake Tahoe, CA

5 South Of Olympia Tour

5 BMWCCA High-Performance Driving School, Pacific Raceways

12 BSCC Autocross #4, Bremerton

15 NWARC Lapping Day, Pacific Raceways

19 SCCA Solo II #4, Packwood

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

28 BMWCCA High-Performance Driving School, Pacific Raceways

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'm sometimes asked if I've gotten a Lotus yet and my answer has always been "not yet". My best excuse in response to this question is my lack of a garage. An old Lotus, or any old classic, just doesn't deserve to sit out in our Northwest weather and I'm sure more things would go wrong more quickly if it did sit out. Of course finances also figure into this with the price of a car and a garage at the same time.

However, there is another reason I seldom divulge. That reason? I'm not a great mechanic.

Now I can do the nuts and bolts stuff. Brakes? Done that. Pull a radiator, tune-up, pull apart some interior pieces and put it all back? Check. If I can find a procedure in a book with some good pictures I'm there. Yet, as these nut and bolt jobs get bigger my enthusiasm wanes and my concern or terror levels begin to rise. Pull apart a rear suspension and diff.? I'd have to think about it. Yank a transmission and replace a clutch? More than likely the answer would be *no*. Tear apart an engine? Are you kidding? You can forget about the more craft oriented processes like body work or leather stitching. Electrical? Scares me.

My basic problem is working on something serious with lots of time and effort expended and then putting it back together into running condition. Will it work when I'm done? If it doesn't I'll have to disassemble and redo all the work again. Will it work for a while but leave me stranded? Will it work but break at a crucial moment due to my negligence? I don't want to round a curve with a highly loaded rear suspension and have this stress lead to a failure leaving me pirouetting off the road into whatever lies in my path. So I understand sometimes a Lotus needs work and if I don't do it I'll have to pay someone who can. That's another part of the financial puzzle for me.

I did say there are some things I'll do myself and changing the oil in my Miata is one of them. This should be the easiest thing in the world and I've done it perfectly right and also wonderfully wrong. Here's how to do it wrong. This car has

an idiosyncratic procedure to change the oil and filter. I have to use the jack on the right front to even begin to get under it and then it's still a long reach to the drain plug. I reach way in there with my little 7 inch long socket wrench with very little leverage to loosen a stuck plug. I soon realize I'm going to have to apply a lot of pressure and so have to decide if I want my hand to bash into the concrete driveway when it snaps loose or into the oily, dirty unknown sharp metal whatzits on the underside of the car. I choose the cement. After swearing and licking the concrete crumbs out of my knuckles it occurs to me that I had purchased a new 16 inch torque wrench about 6 months ago. I had celebrated that purchase by securing the drain plug to 22-30 ft-lbs on my last oil change, just like my book says. Mistake #1.

Next, I pull the plug and hot oil gushes out onto my hand and not exactly into the awaiting catch basin I have positioned. Result, oil puddle and stain on the driveway. I had forgotten to lay down a piece of cardboard like I usually do. Mistake #2. I lower the jack to let all the oil drain then raise it again to reinstall the plug. Filter next. Oops! Mistake #3. I forgot to turn the front wheels all the way to the left. The Miata engine was borrowed from a transverse, front drive application. When the engine is turned longitudinally the filter is next to the right, front wheel suspension underneath the intake manifold. You must reach in through the wheel well to access it. Long monkey arms are an advantage here. I can't start the car so I have to rock it back and forth in neutral to turn the steering wheel all the way left. OK. Spin off the horizontal filter and oil drips down the side of the engine onto a strategically placed pair of old sweat pants on the plastic under tray. Well, not perfectly placed sweat pants. Oil falls into the tray and flows 1 foot rearward and falls out onto the driveway. Hurriedly I move the oil catch basin and even more oil slops onto the driveway. "Son of a diddly," I yell.

(continued on page 5)

Bob Wells Auction

The auction for Bob Wells' estate will take place on Saturday, 4 June, starting at 10:00am, at his house. The address is 26006 116th Ave SE in Kent. Basically, everything there, including the property, will be auctioned off. There will be a

few open houses to preview the items, one on 29 May from 1pm to 4pm, another on 3 June from 1pm to 4pm and one more on 4 June, starting at 9am. Additional details may be found on <http://www.mbauction.com>.



dave bean engineering

Official **Lotus** Vintage Parts
Distributor for the US & Canada

www.davebean.com

636 east saint charles street • star route 3 • san andreas ca 95249 • usa
Phone (209) 754-5802 Fax (209) 754-5177
US & Canadian TOLL-FREE FAX ORDERS (800) 469-7789



Brooklands British Car
www.brooklandsbritish.com

**Austin • MG • Triumph • Lotus
Sunbeam • Morris**

Parts - Service - Restoration

8235 So. Tacoma Way
Tacoma, WA 98499 USA
1-253-584-2033

Photos From Vintage Racing Motors by Andy Keck



Coterie Press Publishes a New Batch of Lotus Books

Coterie Press, specialty publisher of high-quality automotive (primarily Lotus-related) has put out a number of new Lotus books. Those books are:

The Lotus Book S3 (William Taylor) - This is the latest version of their first book. It lists every type ever produced by Lotus with good text and original pictures.

Lotus Elise: The Official Story Continues (Jeremy Walton) - This is an update of their Lotus Elise: The Official Story. It is the great big book of everything relating to the Elise.

Elise Aftermarket Turbo Package Offered

A company called ForcedFed (started by a gourmet chef who got interested in high-performance, turbo-charged cars) has introduced a turbo package for the Toyota-powered Elise. The ForcedFed Sport 275 package consists of Garrett GT28R turbo, a Spearco intercooler, a replacement ECU and 550cc fuel injectors. This results in an increase in engine output to 275 bhp (surprise) and 200 lb.-ft. ForcedFed also offers options to their package including a heavy

Lotus Seven & The Independents (Dennis Ortenberger) - This covers the Lotus Seven and all of the Seven clones, from conception to the present.

Lotus: The Early Years (Peter Ross) - This is the story of the creation by the other guys involved with Lotus, Mr. Ross, Michael and Nigel Allen and Adam Currie, in particular.

These books are all large format, hard-cover books and are available through www.coteriepress.com and from larger bookstores.

duty clutch, Ohlins adjustable coilovers, a Cusco limited slip diff and Toyo tires.

The pricing of the package adds between \$7200 and \$8700 to the price of an Elise and voids the factory warranty.

If this is not enough, ForcedFed told *Autoweek* that a 400 bhp ForcedFed LE Race 400 package is in the works.

More information can be found at www.forcefed.com.

Lotus Sport Exige

Lotus Sport has built an interesting one-off race Elise for a client in Asia. It looks like the new ultimate Elise.

It is a full-on race car with a 400 bhp, normally aspirated Buick (Buick?) V6 engine coupled to a Hewland, six-speed sequential gearbox. Carbon fiber bodywork is attached to the standard Exige road car chassis. The brakes are from AP Racing and the dampers are from Ohlins. It has a full cage, 6-point harness, fire system and a single Sparco race seat. On the minus side, at 1875 pounds, it is a little heavy and it is a little down on torque (only 297 lb.-ft.).

Since it was built as a one-off, there is no pricing information available, but you probably couldn't afford it anyway.



Visiting Mike Ostrov

Don Christopher writes "[I] recently visited Mike Ostrov for an afternoon while in the Bay Area for business. Highlights included an inspection and approval of the engineering quality of Don's new-off-the-truck Ford Mustang convertible rental car, and a tour of the shop and (many) cars and parts, and comparisons of Elites and Sevens. The afternoon finished off with a drive through the foothills around El Sobrante - two Elites and one Seven turning heads at every turn. Mike fully lived up to his reputation as an extremely gracious host. Thanks, Mike!"

[Editor's Note: Mike is an excellent guy and, if you are in the Bay Area and are into Type 14 Elites and Sevens, you should pay him a visit. His contact info is in the Club Roster.

When I lived down there, a friend of mine and Mike plotted to keep me out of the house all day (while my wife prepared a birthday surprise) under the guise of letting my friend (who eventually bought one of Mike's Elites) test drive some cars. We took out three Elites and took turns swapping between the cars. Very cool.]

From The Chair (continued from page 3)

After all of this and I've filled the engine with oil (paranoid I'll put in too much and have to drain it somehow) I stand back and chuckle. I look at my oiled and scraped hands, my scratched arms and I begin to think. If I can screw up this easy job so well imagine what I could do to the car and myself if I really did some work!

See you next month, Tom

P.S. If anyone wants Historic Race car park tickets for the weekend of July 4, please give me a call.

