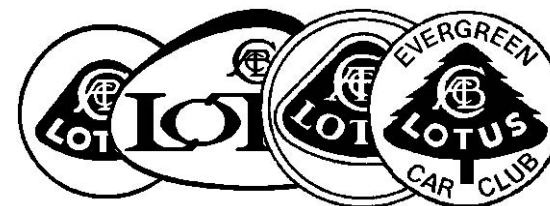




**Evergreen Lotus Car Club**  
P.O. Box 40481  
Bellevue, WA 98015-4481



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
October 2005

## Lotus Named Manufacturer of the Year

Group Lotus has been awarded "World Class Manufacturer of the Year" by The Manufacturer Magazine. The other finalists were European construction and agricultural equipment maker JCB and European personal care product maker E. C. DeWitt.

Clive Dopson, Managing Director of Lotus Cars, commented: "We are delighted to have won this highly regarded 'World Class Manufacturer of the Year' 2005 award. It is a real testament to our staff who have worked relentlessly to raise the standards of manufacturing, and we are committed to continually looking at ways to improve in the future to ensure we remain a 'World Class' Manufacturer."

Luke Bennett, Head of Manufacturing for Group Lotus, added: "This is a fantastic achievement for Group Lotus plc and reflects the top quality workmanship we have at our manufacturing facilities. Each Lotus car is hand crafted, with only one robot in use at our factory in Hethel, Norfolk. We are extremely proud to use local, skilled technicians to produce our cars, and I feel this award highlights our ability to produce top quality world-class sportscars."

## J&L Fabricating Tour and Calendar Photo Selection

When: Saturday, November 19th, 2005 10:00 AM  
Where: J&L Fabricating  
111A 23rd St. S.E., Puyallup, WA 98372  
Phone: 253-845-0617

Come tour J&L Fabricating. This facility prepares, maintains and restores vintage race cars of all types. They also offer transport and track side support to various events. Coffee and snacks will be provided.

For more info on J&L, check out [www.jandlfabricating.com](http://www.jandlfabricating.com).

After the tour, we will be doing the photo selection for the 2006 ELCC photo calendar. Please bring any photographs you would like considered for the calendar. If you have photos that you would like considered, please contact Alan Perry ([alanp@snowmoose.com](mailto:alanp@snowmoose.com), 206-855-9464).

### Directions:

- From Hwy 167 South from Renton/Auburn:
- Take Sumner Highway 410 Exit.
  - Take 1st Exit to Traffic Ave., which turns into Main Street.
  - Proceed 3/4 mile, then turn Left onto 23rd Ave.
  - Enter 1st driveway on left hand side.
  - J&L is the 2nd building, 111A.

## ELCC Holiday Party 2005

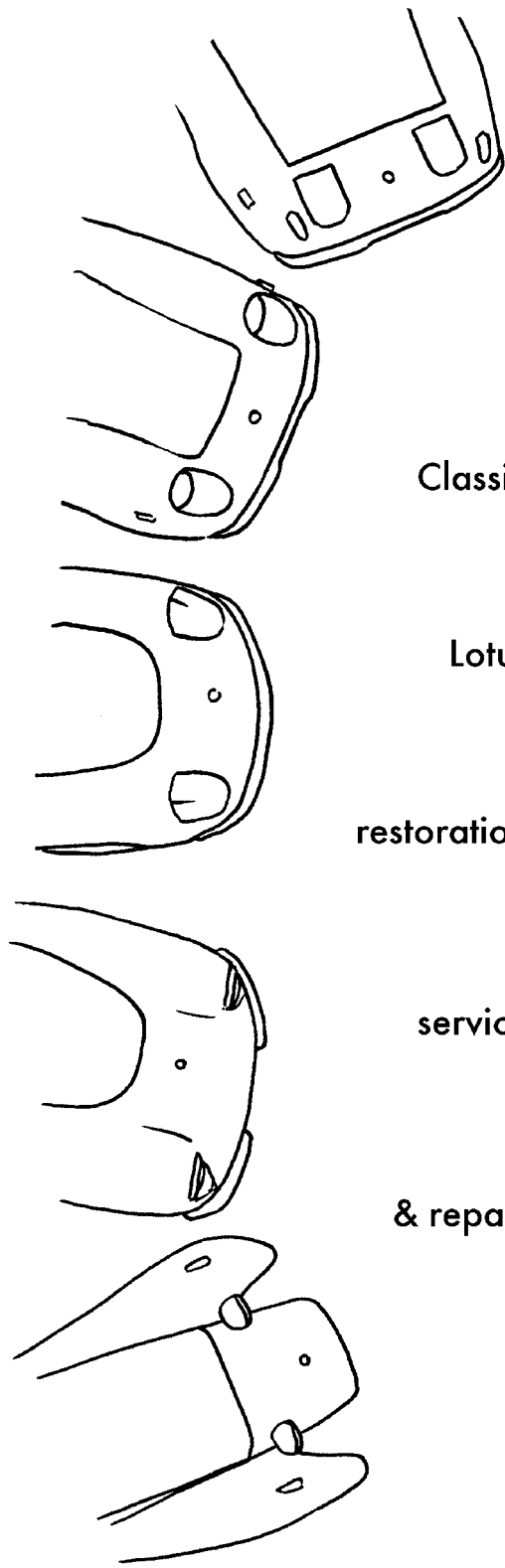
When: Saturday, December 3rd, 2005 6:00 PM  
Where: Chuck & Georgia Conti's Home  
5106 SW Waite St., Seattle, WA  
Host: Georgia Conti, 206-684-0113 (days), (206)937-6076 (evening)

Save this date, and join us for the annual ELCC holiday party.

We'll again be having a potluck dinner. There will be an Evite (online invitation) sent to all club members for whom we have a current e-mail. If you don't receive an Evite, you can RSVP to Georgia at (206) 684-0113 during the day or (206) 937-6076 during the evening.

We'll also continue the tradition of the gift exchange. So, bring a wrapped \$20 gift (serious or suitably humorous). We welcome newcomers, and we look forward to seeing many familiar faces once again this year.





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## Editor's Note

OK, so the reason for the delay in this month's newsletter is because the next issue is a combined November/December issue. We do ten newsletters a year because there is usually not much going on over winter, so we do a combined November/December issue and a January/February issue.

The only problem with this scheme is that the annual ELCC Holiday Party is usually the first Saturday of December. This year, that is December 3. That's very early in December, around the same time that I would be readying the November/December issue. Rather than rush out the November/December issue to give proper notification of the Holiday Party, I held up this issue to make sure that the Holiday Party date and location was settled now.

This month, we have a new advertizer - Park Place Ltd. It is nice that I have a half page less to fill every month. However, if it turns out that I end up having to leave things out because of lack of room, I may play with the newsletter formatting so I can fit more stuff in.

On the personal front, I took delivery of my 1970 Titan Mk 6 Formula Ford in late August. I have been going to SOVREN races, showing my "baby" pictures around and trying to figure out what I need to do to get the ugly Crossle bodywork off of it and the pretty Titan bodywork back on. I don't think I will be vintage racing in 2006; I have too much work to do to the car.

*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	

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## A Guide To Formula Ford

This is a compilation of Formula Ford articles that were printed in British magazines, mostly in the '60s and '70s. It is published by Unique Motor Books a few months ago. It is an odd collection of article, most related to Formula Ford, a lot not. For example, there are three articles on the Cosworth DFV Formula One engine.

The first thing that stands out is the poor quality of the reproduction of the articles. It looks like it was printed on a bad photocopier. For what the book costs, I can't see why they

couldn't have used modern scanning and printing technology and make something that looks better.

Once you get past what it looks like, the book contains Formula Ford articles and ads that are hard to find and contain useful information. Well, useful information for what is covered well, like Lotus FFs. Unfortunately, what is covered is not very broad.

I don't know. This book is a mixed bag. You should really look through it before buying it.

## 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 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 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](mailto: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](mailto:don.christopher@att.net).

**Car Wanted:** 1960s vintage (1964-1970) Lotus Elan S1-S4 convertible. John J. Garvey, [jgarvey2@cox.net](mailto:jgarvey2@cox.net).

**For Sale: 1969 Lotus Elan Plus Two or +2 project.** Freshly baked from the California sun! NO MOTOR OR TRANNY and NO BRAKE BOOSTERS, but it does have fusty old Maserati air horns. Solid body, very sun baked. Pretty original. The ignition keys actually work on both door locks! Nice glass, bumpers and wheels. It is a roller and has a differential. The lights are all there. The tail lights are in good condition. It has the original Colin Chapman steering wheel, but the plastic is cracked so it needs a cover. Dash top is decent, needs refinishing. The trunk wood is all there along with the gas tank. Original grill, but the fiberglass around the grill was torn by someone shipping the car. I have the piece and it should be an easy repair. Gauges are all there. Driver seat appears perfect, but the passenger seat has a torn seam. It has two rear seat assemblies. The frame has been welded (poorly) on the front uprights. It might be serviceable, but I wanted to use the car for a spyder conversion anyway. Its perfect for that. I think all the trim is there but something small will probably be missing. Door panels are in good shape. Too nice to part out. Pete Steilberg, [psteilberg@mhlseattle.com](mailto:psteilberg@mhlseattle.com)



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### Lotus Replicas At Car Shows

Some club members were bothered by a certain Xanthos being allowed to enter ABFM as a 1964 Lotus 23, let alone taking home a prize. Some were even concerned about Caterhams being included in the same class as Lotus Sevens. Technically, they are right. Despite the pilfering of Lotus execs by Caterham, Lotus did not build all those Caterham Sevens.

The opinion of the club officers is that we want to be inclusive and let folks come to the shows with us and display what they own. However, they should also be truthful about what it is on the display card. If it is a Caterham, a Xanthos, a Locost, a Westfield (doesn't anyone around here have a Westfield Eleven to bring out!) or whatever, show the influence that Lotus has had and call your car what it is.

### Event Calendar

ELCC events are listed in **BOLD**

November

13 **NWARC Drivers School, Bremerton**

19 **Tour of J&L Fabricating and Calendar Photo Selection, Puyallup**

December

3 **ELCC Holiday Party, West Seattle**

#### Car Clubs

BMWCCA: BMW Car Club - Puget Sound Region  
425-481-9571 <http://www.bmwpugetsound.com>

CMCS: Corvette Marque Club of Seattle  
425-486-2309 <http://www.corvettemarqueclub.com>

NWARC: Northwest Alfa Romeo Club  
360-766-4405 <http://welcome.to/nwarc>

WWSCC: Western Washington Sports Car Council  
206-255-0658 <http://www.wwscc.org>

#### Racing Clubs

BSCC: Bremerton Sports Car Club  
360-697-1761 <http://www.bscc.net>

CSCC: Cascade Sports Car Club, Portland, OR  
503-543-8161 <http://www.cascadescc.com>

IRDC: International Race Drivers Club, Seattle, WA  
206-781-8199 <http://www.irdc-racing.com>

ICSCC: International Conference of Sports Car Clubs  
425-226-1338 <http://www.icsc.com>

SCCA: Sports Car Club of America, NW Region  
206-292-0500 <http://www.nwr-scca.org>

SCCBC: Sports Car Club of British Columbia  
604-824-7277 <http://www.sccbc.net>

SOVREN: Society of Vintage Racing Enthusiasts  
206-232-4644 <http://www.sovren.org>

TC: Team Continental, Portland, OR  
503-645-9058 <http://www.teamcontinental.com>

### From The Chair

I decided to expand my horizons the other day and attend the Italian Concours near south Lake Union. The only kind of event like this I've attended before were the various ABFMs in Bellevue and Portland over the years, so I was looking forward to any differences I might discover. I thought I'd get a chance to see some Ferraris and Maseratis, be exposed to the Italian mystique and generally enjoy myself. Well, I wasn't far wrong.

I can only compare this event to an ABFM (I've never been to Pebble Beach or anything like that) and, in size, there is no comparison. This is not a knock on Italian cars, just an acknowledgment of the numbers involved. Think of the sheer volume of British cars that were imported to the U.S. from the 50's through the 80's. Many, many manufacturers were doing everything they could to make a buck in this country and we bought their products by the boatload. There just weren't that many Ferraris and Fiats in comparison. Add to this initial shortfall the probability of cars surviving at different rates to even make it to restoration and the numbers get worse. Another huge factor is the availability of parts for restoration. Those British (and a few Americans) are nutty enough to make new, original quality parts for many of the more popular models.

So it's smaller, but still pretty cool. There were, of course, many Ferraris, probably the dominant car. Some were even brand new, kind of like our new Elise at the ABFM. I did the slow tour and saw everything. There was an old guy showing off his 50 or so year old Fiat which looked even older than that. I really liked this. It flew in the face of the new, expensive iron and showed everyone that here was someone just as weird and passionate as the British car fan. I actually saw more of this car than any other because the guy saw I was interested and opened every door and trunk. He even made the semaphore turn signals go up and down and seemed delighted to do so.

I hung out with the Pantera guys for a while. This was a decidedly younger crowd probably because of the muscle car rep of the Ford engined Italian and because it's more affordable than some of the other stuff in the show. They pointed out that the Pantera was the only car there where deviations

from authenticity do not detract from the value of the car. Put on a crazy set of wide wheels and aftermarket headers? No problem. Re-engine the beast? That's OK. Optic yellow paint? All the better.

I did get the feeling that there was a more affluent crowd milling around. I'm sure the big bucks cars sitting every where had something to do with it as well as the display provided by Park Place Ltd. Park Place had the requisite Italian super cars of course but also a McLaren Mercedes SLR and a little car called the Elise. I stood staring at a beautiful, yellow Lamborghini Gallardo which, when new, had a base price of over \$170,000. The "affordable Lambo" had a huge crack crawling around the windshield. "Can you even imagine what that's gonna cost to fix?" I blurted out to the fellow next to me. He didn't have an answer.

There were some things at the show that were pretty neat. There was a Maserati display with a car from each decade from the 50's to the 00's, ending with the terrific Quattro Port. There was info on horsepower, price and so on for each car. Those statistics for horsepower just continued to climb higher and higher as the decades progressed. By the way has anyone codified how we're to refer to the present decade? Is it the oughts? The two thousands? The oh ohs? Anyway, they also had a neat display of Italian motorcycles. Everything from vespas on up to Motoguzzi and Ducati. Come to think of it I didn't see any Benelli bikes there. Oh well, can we please steal this idea for the ABFM? Do you know how many cool British bikes are out there? Also, I'd say the percentage of race cars was higher and I always like to see these kind of cars.

So, all in all, I had a good time. Got to see some stuff I'd never seen before and was generally impressed. Now here's a question. Since I'm into expanding my horizons, when is the next French Concours? Mon Dieu!

Tom



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## **Club Drive and Photoshoot** by Sean Lane, photos by Tom Bingman and Alan Perry

Just as advertised, the weather was beautiful for this year's Snoqualmie River Run. This year, we added the concept of making this drive a photo shoot as well. Next time I organize a club photo shoot, someone remind me to pick the scenic locations first, and then plan a drive between them rather than the other way around. That said, we did manage to find a couple scenic backgrounds against which to take pictures of the beautiful cars that showed up.

We had an excellent and quite varied lineup of cars for the drive. The age of the cars spanned from Don Christopher's

'66 Seven S2 to Jeff Heald's 2001 Esprit. The other cars in attendance were Charles Conti in his '67 Elan, ChuckDeKeyser in his recently acquired Guigiaro Esprit, and Mark Sterner in his pristine Delorean. Alan Perry was there and was not the only Elise Mk1, Jon Schneeman met us in Duvall in his B-rr-ight Red Elise Mk1. As you can imagine, we caused quite a stir as we descended on downtown Duvall for a BBQ lunch at Jasper's BBQ restaurant and sent all the SUVs and Minivans scrambling for cover.

We got some great pictures. You'll see them at the calendar photo selection gathering in November.



## **West Side Drive** by Alan Perry, Photos by Michael Hilt

I was really nervous about putting this drive together. First, David Caley put together so many nice West Side Drives that I was afraid that I could not do as well. Also, as we discovered with last year's West Side Drive, attended by only Tom Miller and myself, it can be hard to get people to come over to this side of the Sound.

The "trick" that I tried to use was make the trip across the Sound part of the Drive. The Drive started at 8:15am at the Bremerton ferry. This was particularly fun for me since I live on Bainbridge Island. I was on the 7:05am ferry to Seattle, only to have to get right back into the ferry line. Amazingly, as I drove off of the Bainbridge ferry, Chuck and Georgia Conti (in their Elan) were already in the holding area for the Bremerton boat. Just before the ferry started loading, we were joined by John Schneeman in his Ferrari Red Mk 1 Elise.

The four of us enjoyed the trip the scenic trip across the Sound. We arrived in Bremerton, drove off the boat and regrouped in town for the drive to the secondary meeting point, a gas station at the beginning of the route for the drive.

We were joined at the gas station by Gary Holt in his Europa, newer club member Michael and Olivia Hilt in their Europa (painted the same color as Gary's) and Chairman Tom in his

Miata. Once again, no new Elises showed up. Don't you guys like us?

The route started with the back way from Bremerton to Gorst on a hill above Hwy 3. From there, it was on the Old Belfair Highway to a bunch of twisty roads inside the hook at the end of the Hood Canal.

My favorite portion is a mile long stretch of Elfendahl Pass Road, just off of North Shore Road. There is no access to it other than the ends, the sight lines are good and the road is easy to read, but it still has some gotchas to keep it interesting.

The amount of traffic encountered was minimal and the speeds were high enough to be fun, but not too crazy. OK, there were a couple places where I knew the road well enough (since I had scouted the route so many times) that I could blast through and then slow to let folks catch up.

The drive ended at a strip mall in Belfair. Gary and John needed to leave right away. The rest of us had lunch at a Mexican restaurant there and had a chance to relax and talk.

It was a nice end to a fun drive. Still not on a par with hanging out at the Caley's, but that gives me something to work towards next year.



## **Miscellaneous Lotus News**

Author Philippe Olczyk (olczyk@yahoo.com) is putting together a book on the Lotus 47. He is looking for photographs as well as past and present owners.

Don Christopher reports a web site that can be used to search for Elises for sale, track Elise prices and more. Check out [http://www.autobaron.com/cars\\_for\\_sale/lotus/elise/2005](http://www.autobaron.com/cars_for_sale/lotus/elise/2005).

AutoWeek is looking for 2005 Elise owners to provide feedback for an upcoming Autofile. E-mail them your full

name and address, the model/trim of your car, the price that you paid before taxes but including destination costs, other car models that you considered buying instead and a write-up explaining their major likes and dislikes of the car. Send that e-mail to [autofile@crain.com](mailto:autofile@crain.com).

Lotus is reportedly putting together a new Europa. According to a report in Pistonheads ([www.pistonheads.com](http://www.pistonheads.com)), it will be powered by a turbocharged Vauxhall engine and weight 960kg. The styling will look nothing like an Elise and will feature more rear overhang to accommodate a larger trunk.