



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



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 July 2006

## Western Washington All British Field Meet

When: Saturday, July 22nd, 8:00-11:00am registration  
 Where: Bellevue Community College, 3000 Landerholm Circle, Bellevue  
 Info: <http://www.abfm.com/abfm.htm>

A nice day to show off your car and check out a bunch of other odd British cars. Triumph is featured this year. The competition portion of the show is the People's Choice awards. This year, the Elises will be judged in their own separate category.

If you haven't registered yet, pre-registration closes on July 18 or you can register on site. The cost is \$30. There is also a ABFM cocktail party at Park Place on Friday, July 21 and a separately priced breakfast and tour on Sunday, July 23.

Directions:

- From I-90 East near I-405:
  - Exit at 148th Ave. SE.
  - Go north on 148th to Landerholm Circle.
  - Turn Left into Bellevue Community College.

## Lotus Corral at the Vintage Races

When: Saturday (Sunday), Jul 1st (Jul 2nd), arrive by around 9:30am  
 Where: Pacific Raceways, 31001 144th Ave SE, Kent  
 Contact: For tickets and corral passes, Andy Keck, 206-390-3870, [andykeck@mac.com](mailto:andykeck@mac.com)

Join us at the Pacific Northwest Historics. Watch some vintage races. Check out some neat cars in the paddock and corral.

Car corral entry includes a dash plaque, goody bag, program, eligibility for trophies for cars in various age categories, and possible raffle prizes. Participation on Saturday and Sunday will include the opportunity to take a few parade laps during the lunch break. Most of us are there on Saturday, but some prefer Sunday.

A pass gets a car plus the driver into the Car Corral. The pass is \$40 for the entire weekend (Friday through Sunday) or \$25 for an individual day. The cost per ticket for each extra passenger is the same, with a \$5 per day ticket available for children between 7 and 16.

Directions:

- From Hwy 18 between Covington and Auburn, take the SE 304th/SE 312th exit.
- Turn Left at the end of the exit ramp.
- Turn Right at the track entrance.
- Stay in the Left lane until you get to the line for the corral, just before the paddock.

## Lotus Summer BBQ

When: Thursday, Jul 6th, 6:00pm Happy Hour, 7:00pm dinner  
 Where: John Schneeman's home, 3543 SW 171st Street, Burien  
 Host: John Schneeman, 206-444-6370

Instead of First Thursday at Smarty Pants, John will be hosting a BBQ at his house. John hosted a BBQ there a couple of years ago and it went over well. Be sure to bring a Lotus or two.

Directions:

- From I-5 North or South near Southcenter, exit at Hwy 518 west (exit 154) towards SeaTac Airport.
- Turn Left onto Hwy 509 south.
- Take the S. 160th St. exit.
- Turn Left onto Sylvester Road SW. Sylvester Rd becomes SW 172nd. SW 172nd becomes Maplewild Ave SW.
- Turn Right onto SW 171st Street.
- 3543 is on the Right.



## Editor's Note

And now we come upon the busy month for Lotus club events. First, the Pacific Northwest Historics. Then, the second Summer BBQ at John Schneeman's house. Then, the All British Field Meet. At one time, we were planning on a meeting a Group 2 Motorsports, which I was looking forward to because I need to get them to do the alignment on my Elise. Wonder what happened to that? Anyway, there are lots of opportunities to hang out and show off your car in the next month, so take advantage of them.

On the personal front, I prevailed in court! Back in February, I was passing a car that decided to turn left at that moment and our cars had a coming together. The other guy did not have insurance and, under Washington law, I had the right-of-way, so, of course, I was cited and the other guy wasn't. All it took was attorney fees, two trips to Aberdeen and hours of research to prove something in court that was evident by a simple reading of what was written in the RCW. I am sure there is a lesson in there somewhere.

Also, my apologies for not being at the Drive Without A Clever Name. I got a last minute call to co-drive at a big national rally in Pennsylvania, possibly with a guy who had won the rally before. Well, someone else ended up driving the car, but it was nice to be able to go out and finish that rally. The last time that I entered it, the guy who I was supposed to be co-driving for didn't show up.

*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 currently those officers are:

Chairman:	Andy Keck	(206)390-3870
	<a href="mailto:andykeck@mac.com">andykeck@mac.com</a>	
Membership:	Jim Taylor	(206)232-2237
	<a href="mailto:jimtaylor@seanet.com">jimtaylor@seanet.com</a>	
Treasurer:	Dave Billings	(206)241-2167
	<a href="mailto:elcc@bilcoh.com">elcc@bilcoh.com</a>	
Editor:	Alan Perry	(206)855-9464
	<a href="mailto:alanp@snowmoose.com">alanp@snowmoose.com</a>	

Printed by K&H Printers

## Museum of Flight Restoration Center Tour

The book review that normally occupies this space is on vacation for July as I finish reading the next book to review. I strongly encourage club members to write their own reviews, even if it is a book that I have already reviewed. Different perspectives are a good thing.

As far as the Museum of Flight Restoration Center Tour, we ran the photos for this event last month, but ran out of space for a write-up.

It started with, as noted in the Editor's Notes last month, a bunch of Lotuses surrounding Bus Stop Espresso in Seattle. From Ralph Neil's Seven to several new Elises, there was a good representation of the Lotus road cars (all that was needed was a Europa). Ralph's car seemed to have suffered some sort of failure underneath its aluminum skin and he showed me how it was going to be a complete pain to repair it.

So, hopped up on coffee we took to the road to the secondary meet-up, a gas station near Everett. It was a little awkward getting the caravan of Lotuses up there without losing anyone, but we pulled it off. A couple more Lotuses joined us in

Everett and we continued on. When we got to the Restoration Center, there were even more Lotuses waiting. I haven't seen that many Lotuses drive to a club event since I moved here.

Since I chose to go on my own self-guided tour, rather than follow the group tour, I missed most of the volunteers talk about their projects. The parts that I caught were very interesting, but I prefer to crawl around under cars, planes, etc. and check out how they are put together.

The most interesting things to me were the Comet and the 747 flight deck.

The 747 flight deck is a section of a 747 fuselage, cut below the cockpit floor back to maybe where the door would be. Most of the instrumentation was gone, but it was still cool.

The Comet is a deHavilland Comet 4, a later version of the first commercial jetliner. Older aircraft (or cars, for that matter) are fun to look to see what things didn't work out and what things you still find in modern planes.

Thanks to Sean Lane for putting this tour together.



**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](mailto:rdent@rdent.com)  
<http://www.rdent.com>

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



**TINGLE'S LOTUS CENTER**

1615 SHAWSHOEN ST., UNIT 8  
TEWKSBURY, MA 01876

## For classic Lotus restoration and repair . . .

Mechanical  
Electrical  
Interior  
Fiberglass  
Paint

High standard of workmanship for performance,  
reliability and beauty.

## **RANDALL FEHR RESTORATIONS**

30 South Horton Street Seattle WA 98134 ☎ 206 622 7469

## 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.

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

**For Sale:** 1991 Elan (M100). 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>.

**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).

**For Sale:** 1974 Lotus Elite, white w/tan & black interior. Has won second & third place at ABFM in past. Car is mostly original and close to "correct". Would need cosmetic restora-

tion to be show competitive, but runs and looks good for a street car. \$3000 "as is", not currently licensed. Call Don Francis @ 206-723-4731 for details.

**For Sale:** 1970 Titan Mk6 Formula Ford. Mostly just testing the waters (in case something more interesting pops up) and filling up newsletter space with this ad. Currently undergoing restoration after being spending much of its life disguised as a Crossle. About ten hours on the "uprated Cortina" engine and only revved to 6250. Hewland Mk 8 gearbox. Compomotive "BBS-style" multi-piece wheels. Includes a complete set of spare uprights, steering rack, lots of extra bodywork and other interesting bits. Needs a fuel cell and monoposto legal wheels. Alan Perry, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).

**For Sale:** 1964 LOTUS 23 REPLICA, meticulously built, Rob Walker colors, 1700cc crossflow w/ sprint cam, street-licensed, spirited performance, pix avail. \$28,000 OBO. John Schneeman, [jmschneeman@msn.com](mailto:jmschneeman@msn.com), (206) 854-6706 (WA).



No One Offers What We Offer, Period.



New, Used & Consignment Sales



Detail Department



Onsite & Online Boutique



Complete Service & Parts Department

425.562.1000 [www.parkplaceltd.com](http://www.parkplaceltd.com)

**Event Calendar**

ELCC events are listed in **BOLD**

- July
- 1-2 **SOVREN Pacific Northwest Historics (Day 2-3), Pacific Raceways**
- 2 BSCC Autocross #5, Bremerton
- 4 BSCC Autocross Practice, Bremerton
- 6 **Lotus Summer BBQ, Burien**
- 8-9 IRDC Driving School and Track Day, Auburn
- 9 SCCA Regional Autocross #5, Packwood
- 22 **Western Washington All-British Field Meet, Bellevue Community College**
- 23 SCCA Regional Autocross #6, Bremerton
- 26 IRDC Track/Education Day, Bremerton
- 28 NWARC Lapping Day, Pacific Raceways
- August
- 5-6 IRDC Race #7, Pacific Raceways
- 11 BSCC Track Day, Bremerton
- 13 BSCC Autocross #6, Bremerton
- 17 NWARC Lapping Day, Pacific Raceways
- 19 **Mt. St. Helens Drive**
- 18-20 Monterey Historics, Salinas, California
- September
- 1 BSCC Track Day, Bremerton
- 3 SCCA Regional Autocross #7, Bremerton
- 4 BSCC Autocross #7, Bremerton
- 14 NWARC Lapping Day, Pacific Raceways
- TBD Some ELCC event

**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://www.nwalfaclub.com>
- 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**

This past weekend, I had to take care of one of those homeowner jobs that I absolutely dread for weeks in advance, but that I probably would admit that I secretly enjoy if pressed. That's right, it's time to clean the garage. Maybe dig through the basement a little at the same time.

This is a larger project than my typical spring rearrangement of all the layers of junk that I seem to collect. Any of you that have talked to me for more than, say, 30 seconds recently have undoubtedly heard about the new garage I am in the process of planning and building. It's probably worth mentioning that there will also be some significant remodeling of the basement and main floor of my house at the same time, but we all know where my priorities lie.

So the problem is that just examining and reorganizing the piles of stuff as per usual is not going to be enough this time. The contractor will be here in a couple of weeks and absolutely everything worth keeping must be packed away in storage. The rest has to get recycled, donated, or dumped. I've really got to get serious about throwing things away, something that is difficult for me at best. I spend far too much time marveling at all the great things I've kept and too little time mercilessly chucking stuff.

From the bottom-most layer and therefore the oldest stuff comes lots of motorcycle parts. I understand why I kept a carb synchronizer. It's still a functional tool that's already made its way to the home of a friend. But why all the broken bits of bodywork? It's embarrassing enough to admit to dropping a bike, so why compound the shame by keeping the evidence for 10 years? And why exactly did I ever think that purple and yellow was a sharp choice as far as color schemes go? The guys at work called that bike 'The Bruise' from the first day I rode it in.

Worse yet, I found the keys to that motorcycle in a small box of odds and ends. I would guess that the guy who bought that bike from me would have like to have gotten those along with his purchase. Serves him right though. He never registered that bike as far as I know. I got parking ticket past due notices for a couple of years after the sale. Didn't matter how many letters I wrote to the State with proof that I filled out the transfer of title form, the tickets kept coming.

Then comes the era of automobiles. The sediment is a little less interesting visually, but no less odd from a functional perspective. For example, at some point, I thought that brake pads with virtually no depth left on them were worth boxing up and stacking away. And below those, the convertible boot cover for a Honda S2000. Again, something I think the new owner would have liked to had. I think the message here is not to buy anything from me without a thorough tour of my storage space.

On top of all this is a light sprinkling of Lotus parts. I haven't had the car long enough to deposit an entire layer. An airbox. An exhaust. The battery cover. On alternate weeks, the radio and it's harness. I remove the sound system with the car's purity of purpose overwhelms me. I put it back in when the commute becomes too boring.

The two strangest items I found deserve special mention. There was another orphan set of keys. A plastic tag attached to the alarm remote said "2002 BMW 540i, White." I have never owned a white BMW of any type. I have never driven a white BMW of any type. I can't recall even knowing anyone who has owned a white BMW. How could it possibly be that I have the keys to that car?

Worst of all is a small, plain looking jar I found in the box with my torque wrenches. It's a jar full of teeth, human teeth. Before any of you run off to report me to the authorities, let me stress that I have every reason to believe that they are mine, in the sense that they all came out of my mouth. I think what's going on is that my parents are starting to plan for selling their house. Every time my mother leaves after a visit, I find all kinds of surprises like that. I think she can no more bear to throw things away that I can. It doesn't count as throwing something away if you can hide it in someone else's house. I think it must be genetic. Take pity on my poor wife. One quick note on an entirely different subject: If you have even been on an ELCC group drive, or a similar drive with any other club, or if you have ever thought about participating in such an event, or if you simply stayed at a Holiday Inn last night, come grab me at one of the upcoming events and tell me what you think makes for a successful group drive. I'm looking for input as I plan the Mt. St. Helens Drive. Remember, keep Saturday, August 19th free!

**dave bean engineering**

Official Lotus Vintage Parts  
Distributor for the US & Canada

[www.davebean.com](http://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](http://www.brooklandsbritish.com)

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

Parts - Service - Restoration

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

## The Drive Without A Clever Name by Andy Keck

Despite the somewhat grim looking weather forecasts, those of us that came out for the Group Drive Without a Clever Name on Saturday, June 3rd found that the weather was nearly ideal for a morning spent touring the countryside, or at least what passes for country these days in the Puget Sound area.

The turnout was great and included some new faces appearing alongside some of the usual suspects. Looking at the photographs, I count 16 to 18 cars in the lot at the departure point. Tom Miller, who as our previous chairman needs little introduction, seemed especially pleased that he was finally able to hand out the prize for the first Federal Elise to participate in an ELCC drive. Apparently, he had been expecting one of the new owners to attend for some time now as the prize was a 2004 club calendar. Although several Elises were present, Julian Sayers was the first to arrive and was declared the winner. The 2004 calendar will work again in 2032, so it will be a vintage item and useful all at the same time.

After a certain amount of picture taking and chatting, we were off on our drive. The first leg of the route took us from the Renton area through May Valley, along Tiger Mountain then south to Black Diamond for a pass through the Green River Gorge.

Our midpoint stop was at Flaming Geyser State Park. It was in the parking lot that I realized that keeping a group of 18 cars together through multiple turns, stop lights and heavier than expected traffic was much more difficult than I had expected. Still, everyone was present and accounted for, although at least a couple drivers found our rendezvous point more in spite of the maps than because of them. Time for more photos (some for the calendar, I hope) and a desperate search for unlocked restrooms. I found the surrounding forest to be satisfactory in that regard, but others

desired more formal accommodations and found them about as far away from our spot as anything in the park could be.

After our break, we headed out on the second half of our drive and the lunch meetup. In what turned out to be an ominous sign, we fell in behind a purple Chrysler that attacked the curviest section of our route at what felt like about 15 miles per hour. No place to pass, no place to pull over. Not much to do but clench your teeth and wait.

Then disaster (relatively speaking) struck. We'll call it the Thomas Road incident. The front half of our group made the probably too difficult turn on to Thomas Road, while I believe the back half went straight instead. We pulled off the road to see if the back half was going to turn around and regroup, but with one exception, we never saw any of those drivers again. I only hope they're not still out there, roaming the area around Pacific Raceways, never to return home.

Anyway, after looping back north through Covington and heading generally toward Renton again, some of the group peeled off to head home, and some of us proceeded directly to lunch. After a bit of waiting, Julian Sayers (the calendar winners, remember) arrived to tell the tale of mass confusion, driving back and forth and generally never finding the last couple of turns once separated from the front group. He didn't seem to be perturbed, so I hope that's the attitude of the rest of the lost drivers as well.

In that I simply underestimated how difficult it would be to keep a large group of drivers together over a somewhat complicated, unfamiliar route, I apologize profusely. This was my first attempt to organize such an event, and really, it was also my first time attending a group drive as well. I was doubly blind. But I still hope that everyone had a good time, and I can promise that I learned a lot about how to put together a club drive, ideas that I can put into place for our drive to Mt. St. Helens in August. Maybe I'll see you then?

## Miscellaneous Lotus News

Lotus has announced pricing for the new Europa S, a new Lotus unavailable in the US or Canada, a fact reiterated in the press release. As opposed to one price across Europe (as with the Elise S noted below), pricing varies from country to country. The Europa S that costs you 49100 Euro in Germany will cost you 66603 Euro in Belgium. Sales will start on September 16th.

In the 5th and 6th rounds of the British GT Championship, Lotus Sport Cadena finally started to show the potential of the Lotus Sport Exige by taking pole positions and wins in their class. The team and its drivers Sam Blogg and Paul Mackintosh now lead the GT3 Team and Driver championships.

Last month, it was mentioned here that the Lotus Esprit used in the James Bond film *For Your Eyes Only* was being sold through a live auction on eBay. Well, the car sold and the winning bid ended up being \$210k, a bit below the estimated of between \$250k-\$350k.

Spy shots of the new Esprit have been published in various places and they look a lot like the old Esprit. That is because the car is actually a test mule with an old Esprit body.

Targeting the "pure sports car" enthusiast, Lotus announced yet another Lotus that will not be available in the US. The new Lotus Elise S will be a stripped down car weighing about 1900 lbs. (about 100 lbs. lighter than other Toyota-powered Elises) and powered by a 134 bhp version of the engine. Pricing is just under 24000 GBP in the UK and a bit over 35000 Euro in Europe.

## Drive Without A Clever Name Photos by David Caley



## The World's Fastest Elite?

Maybe you can find anything on eBay?

Here is a Pro Street drag race car that started life as a Type 75 Elite that was recently listed on eBay. It is powered by a 4.5L Rover V8. It is street legal (because of the class that it races in) and does the quarter mile in 10.47 seconds (131mph) in street trim on treaded tires. The opening price for the auction was 5250 GBP (about \$9500).

The seller notes "This car would be an ideal introduction to drag racing with the added benefit of being able to use on the road; I would not recommend using it as a daily driver! I would STRONGLY advise looking at it before bidding so you are fully aware of what your letting yourself in for!"

It seems like something a quirky Lotus collector would have to have, it didn't gather much attention on eBay. There were no bids on the car.

Photos courtesy of eBay

