



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



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
March 2006

Lotus In Geneva

Lotus had a couple of prominent launches at the Geneva International Motorshow. One was for a model described in the previous issue of the newsletter - the Europa S. Lotus described it as 'Business Class' (all of the luxury features of an upscale car with Lotus handling and performance) and most of the press used that tagline.

As previously mentioned, Lotus has no plans to make the Europa S available in the US. The other big launch was for a car that Lotus does not plan to sell to the public at all. It is the APX (Aluminum Performance Crossover) and it is the first complete vehicle based on Lotus' new Versatile Vehicle Architecture (VVA), which is what the new Esprit will be based on. Lotus was showing off VVA in the hopes of getting another vehicle manufacturer to license the technology from them. Lotus is promoting VVA as a way to produce medium volume niche vehicles with lower costs and shorter lead times.



In addition to VVA, the APX also features a new 3 liter, super-charged V6 engine by Lotus Engineering. The power output is 300 bhp and the APX does 0-60 in 5 seconds. The engine is described as "production feasible" and also has normally aspirated and 2.2 liter displacement versions.

Lotus was quick to point out that the APX and the engine powering it are near-production prototypes from Lotus



Engineering that a manufacturer could quickly take to production, but they do not indicate the strategic direction of Lotus Cars.

5th Annual ELCC Spring Sprints

When: Saturday, March 18th, 2006 11:00 AM
Where: SyKart
 17450 West Valley Hwy., Tukwila, WA
 (425)251-5060

It's time once again to begin preparations for the summer driving season with a trip to SyKart for some fume-soaked racing fun. Just like last year, we'll be hitting the track when it first opens for a few sessions.

Details are below, but general suggestions are to bring your own helmet if you can, or plan on spending \$2 for a helmet liner (or bring the one you bought last year). Also, you may recall how cold it can be, so gloves are recommended if only to keep your fingers from freezing, and you might want to make sure you've got a warm coat. Don't forget long pants and close-toed shoes.

Cost is \$30/2 sessions, which is a discount based on volume, so bring a friend. For additional information, contact me at elcc@bilcoh.com or 206-241-2116.

NOTE: Arrive 10 minutes early to handle paperwork and such.

Directions:

- From I-405 near Southcenter, exit onto West Valley Highway, heading South.
- 17450 is on the Left, about one mile South. SyKart is just North of South 180th Street, next to the Oak Barn (on East side of street) and across from the Green River.



Editor's Note

Ack! I thought I was done with the newsletter. Then I see a gapping hole with 'Editor's Note' at the top.

This month, you will notice a new book reviewer. Don Christopher was kind enough to provide a review. It is even a real review, rather than the space-fillers that I write.

I encourage the rest of you to write book reviews. I have read and reviewed almost every Lotus book that I have and am starting to get into the ones that are only peripherally related to Lotus. So, lend me your Lotus books or write your own reviews.

As noted elsewhere in the newsletter, I was involved in an accident. Obviously, I am fine. The impact must have been at a low speed because the airbags did not go off. I was doing just under 50 when I saw the guy turning (no turn signals; this is Washington, you know) and started applying the brakes. After the accident and dealing with the police, we (a friend was nearby at the time) managed to hammer the crushed fender out of the wheel liner and I was able to drive the car home. It drives like nothing happened to it.

I was driving back home after placing second in the Doo Wops Rally between Aberdeen and Oakville. We were actually tied for first on Sunday, but were short on stage wins. We got into the under-7 minute club for the Brooklyn Tavern stage and will be on next year's event t-shirt.

So, was it a good day or a bad day?

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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
	andykeck@mac.com	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2167
	elcc@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

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Stirling Moss - The Authorised Biography (continued from page 5)

treatment of Moss while very briefly a works driver at Ferrari is mentioned several times). This allowed him to keep a larger portion of the winnings, which he used to purchase better cars. It also allowed Moss to sharpen his business skills, which would serve him well for the latter half of his life.

Other notable points in the book include memories of his fellow racers, most of whom seemed to not live long enough to see 30 years of age, and his own remarkable ability (or luck) to survive crashes. That is, until 1962 with his famous crash at Goodwood. The reasons for the crash are not fully understood, and there are no multi-camera replays to analyze. But the blame is mostly placed on Graham Hill and an unenthusiastic flagman who did not sufficiently warn Hill that Moss was overtaking. Nevertheless, the results of the crash were undeniable. Moss' professional racing career was over.

The reasons for deciding to end his racing career are one of the more interesting parts of the book. Essentially, Moss had perfect peripheral vision; he could simultaneously see his

gauges, the track in front and beside him, and the other cars equally well. The crash left him with brain damage in the form of 'normal' peripheral vision, a situation that he found totally unacceptable. (Interestingly, perfect peripheral vision is the same ability that Wayne Gretzky had credited with giving him an advantage over his peers).

The remainder of the book describes Moss' post racing career as a sponsor spokesman, businessman, jetsetter, ladies' man, and vintage racer.

There isn't much in the book for hard-core Lotus fans. Chapman is mentioned a few times along with the Lotus cars that Moss drove, the most famous perhaps being the Walker Lotus 18/21 hybrid he was driving the day of the Goodwood crash. For once, a Lotus crash is not blamed on the Chapman building a car that 'falls apart as it crosses the finish line'.

Note: I found the book at the Everett Half-Price Books for \$11. They had several copies last Christmas.



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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: 1998 VW Golf GTI VR6, 53K miles. \$11,500.

Lovingly cared for, dealer serviced and detailed 2x year at Island Detail. One owner, no accidents, come see to appreciate. Call 206-686-7326 or email lotustype82@yahoo.com.

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>.

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.

Parts Wanted: Original side curtains and top for mid/late-60s S2 Seven (black with white piping preferred). Also look-

ing for original tunnel carpet (red with white piping) and owners manual for same car. Don, 425-357-1476, don.christopher@att.net.

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

Parts For Sale: Cortina 1600 Crossflow Cylinder Head. Not used since freshened. New springs and stem seals. 3.20" thick from head to valve cover gasket faces. Lightly ported. Painted in Lotus engine grey. Perfect for vintage Formula Ford or hot street Cortina! \$350. Gerry Snow, 509-991-4121, gsnow@reliion-inc.com.

For Sale: 2005 Lotus Elise, only three months old. Ardent red, with touring pack, black interior, and Star Shield paint protection. 1300 miles with the first service completed. Perfect shape and ready to drive "spiritedly." \$48,000. Contact Cliff Moore, 206-463-3138, betsycliff@comcast.net for photos.

Parts For Sale: Bits for a Crossle 32F/35F Formula Ford. Bodywork (nose cone, engine cover and cockpit surround), \$400 obo. Radiator, \$200 obo. Anti-sway bars (two for one end, one for the other), \$50 obo. Alan Perry, 206-855-9464, alanp@snowmoose.com.



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Event Calendar

ELCC events are listed in **BOLD**

- March
- 11 BMWCCA Car Control Clinic, Bremerton
- 11 IRDC Driver Training, Pacific Raceways
- 12 WWSCC Slush #4 Autocross, Bremerton
- 12 IRDC 4 Hour Enduro, Pacific Raceways
- 17 NWARC Lapping Day, Bremerton
- 18 ELCC at Sykart, Tukwila**
- 18 BMWCCA Driving School, Pacific Raceways
- 18 CSCC Driver Training, Portland Intl Raceway
- 19 BSCC Autocross #1, Bremerton
- 25 TC Driver Training, Portland Intl Raceway
- 31 IRDC "Play Date", Bremerton
- April
- TBD ELCC Movie Night**
- 2 SCCA Regional Autocross #1, Bremerton
- 9 BSCC Autocross #2, Bremerton
- 14-15 SOVREN Defrost Kick-off, Pacific Raceways
- 16 NWARC Lapping Day, Pacific Raceways
- 23 SCCA Regional Autocross #2, Packwood
- May
- 13-14 SOVREN Spring Sprints, Pacific Raceways
- 24 NWARC Lapping Afternoon and Evening, Pacific Raceways
- 28 SCCA Regional Autocross #3, Bremerton
- 29 BSCC Autocross #3, Bremerton

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

I'm finding it very difficult to write this month's column. First, I'm still new at this and not yet used to keeping a mental file of topics handy. Presumably I'll eventually get wise to the process and jot down ideas as they come to me. Probably this will happen just about the time I have to write a welcome to my successor.

My second problem is that I am a terrible procrastinator. Alan can sleep soundly knowing that he will never get this column from me any sooner than the afternoon of the day it is due. I'm not proud of this particular trait of mine, but I've given up on the hope that one day I'll change for the better.

It's the third problem that is really proving to be the hang-up though. This has just been a terrible winter for me, at least speaking as a car nut. The nearly record-breaking murk we've all suffered through has left me virtually free of any car-related insights or experiences. I am certainly grateful that I no longer have to deal with snow and ice on a regular basis and that I get to take my car out just about everyday, but there's not much exciting about the world of commuting.

Normally, this time of the year I'd be slowly working my way through a list of projects designed to keep me occupied and to have most of the dull work done by spring. That worked well when I only had motorcycles as they fit nicely in the warm, well-lighted basement. The Elise remains exiled in the cold, dark and alarmingly wet garage. The garage which I suspect started life as a coal bin and has all the same ambience today. It's not very conducive to an evening's worth of productive tinkering.

The good news is that it seems that things are starting to look up. Even though it's been cold, there's been actual sunshine

Member News Compiled from members

Both JIM TAYLOR and ALAN PERRY were involved in auto accidents. No Lotuses were injured in these accident and only one Lotus owner was injured; Jim hurt his hand. Someone turned left into Jim's Volvo 850R. Someone turned left into Alan's VW R32 as he was passing their car.

JOHN SCHNEEMAN, ANDY KECK, RANDALL FEHR, ANDRE SAMSON, ALAN PERRY and two others met at

out there. I got to re-acquaint myself with the purpose and use of that removable fabric top. Spring must certainly be around the corner and I'm not going to allow anyone else to tell me different. Road trips! Track days! They're all coming. Maybe I'll even be able to wash my car one of these days. I hope it's still yellow under all the grime.

As for the club, I'm looking forward to getting a few 2006 events under my belt. I'm particularly excited about the tour of Butch Dennison's shop (probably in the past as you read this). If I don't come out of that with a head full of ideas and projects then maybe I need some kind of medical attention. Following closely on the heels of that tour will be the karting day put together by Dave Billings. I anticipate that it will be personally embarrassing, but plenty of fun anyway. I hope to see a lot of you there.

Finally, the last bit of news that has me excited again has to do with last month's column. I asked for people to give me feedback on what they were looking for, and I got what I hoped for when John Schneeman called me with a great idea. He proposed that we have a standing, casual get together for whomever is available and inclined on the first Thursday of each month at 6:30pm. For a location, John chose Smarty Pants in Georgetown (www.smartypantsseatle.com). It seems like a good choice to me as they have a good, inexpensive menu and a nice beer list. Plus they're already motorsports-friendly as they show motorcycle racing on Wednesdays. I think this will be a nice addition to our schedule.

Watch this space next month. Once I've come out of hibernation, maybe I'll start to make sense again. We'll see.

Smarty Pants on the first Thursday in March (see Andy's column above). The food, beer and conversation were all good and it should be fun next month as well. See you there.

DAN MORRISON has purchased another Europa. I think that makes the total five. He said that it was so inexpensive that he could not refuse.

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ELCC Treasurer's Report

Entering 2006, the Evergreen Lotus Car Club continues to be on solid financial footing. Each year we traditionally hit the low part of our funds during December, when we have paid a year's worth of expenses for newsletter printing and mailing, other administrative expenses, and for provisions for different events during the year. In addition, we pay for the printing of the ELCC calendar. Financially, the goal each year is to reach this point while still having some money in the bank. I'm happy to report that we were able to do this once again.

Once we get past this point, we begin to realize our major revenue for the year in the form of calendar sales and

ELCC Membership Report

ELCC membership has been pretty consistent at around 100 to 110 members for the past six or seven years now and I expect that to continue. As of early March, we have 88 paid members and 28 unpaid members. I have sent out reminders to those unpaid members as I am sure it is just an innocent oversight on their part.

Also, the roster will be coming to a mailbox near you at the end of March or early April. This will allow the late renewals a little more time before finalizing the roster

Miscellaneous Lotus News

Lotus Sport and the Cadena race team have signed a deal where Lotus will provide Cadena with two Lotus Sport Exige GT3 race cars to be run in the British GT Championship this year and the FIA European GT3 Championship next year. The team will be entered in races as Lotus Sport Cadena.

Duke Hale, CEO of Lotus Holdings, has resigned his position. Lotus Holdings is the parent company for Lotus' North American sales operations in Atlanta, GA and the engineering group in Ann Arbor, MI. Hale joined Lotus in January 2004.

Stirling Moss - The Authorised Biography Book by Robert Edwards, Review by Don Christopher

This biography is unique in that the author not only had the full cooperation of its subject, he also had access to Moss' personal papers, including many years worth of personal scrapbooks. The book's reproductions of scrapbook pages are the first indication of the prominent role Moss' parents played in shaping his life; his mother also being a compulsive scrap booker. More importantly, his parents both had respectable careers as racecar drivers, with his father driving at Indianapolis and at Brooklands, and his mother at various trials and rallies.

Stirling's racing life didn't begin with cars though. He and his sister both rode in horse competitions throughout their childhood. It wasn't until his late-teens that Stirling was

membership dues. Nearly all those revenues have been received, and we are once again at full strength and ready for another season.

One special note of thanks....Mark Parker is a member with access to print equipment. Our single greatest expense each year is newsletter printing. Thanks to Mark's generosity, he is printing a high quality newsletter for free, saving the club something like \$600/year. If you see Mark at an event, be sure to thank him for this contribution.

If there are any questions about the club finances, don't hesitate to call or e-mail me for details.

contents. The types of Lotus cars in the club has been changing over time. We now have fewer older cars (Elans, Sevens, etc) and more newer cars (Esprits, Elises). The top club events that members like are Technical followed by Restoration, Tours, and Social interests.

There are still some ELCC calendars available. So hurry before they are all gone. You might contact our treasurer, Dave Billings, and see if you can get a discounted price...

Hale would not say where he is going or what his new position will be, other than it is "related to the auto industry". Also, he said that his position at Lotus would not be filled. "After all that we've done over the past couple of years, with both the sales arm and the engineering arm, there's really no need for me there."

If you own a US Elise, this should not be news to you, but for everyone else ... There is a recall out on the Elise right now. It turns out that the gear lever can fail in a manner that can result in not being able to select any gears. The cause is a poorly fabricated component.

able to try his hand in auto racing, under the guidance of his disapproving his father who, by then, had established a successful dental practice and wanted his son to follow him into a more financially stable career in medicine. But Stirling had shown little promise as a student, while easily winning some of his first auto races. And so, as they say, the legend was born.

Most of the book, which is a large-format soft-cover with many photos to complement the detailed text, deals with Moss' cars, races, and dealings with car manufacturers. As to the latter, Moss was unique in that he often drove for himself and not as an employee of the manufacturers (the shoddy

(continued on page 7)