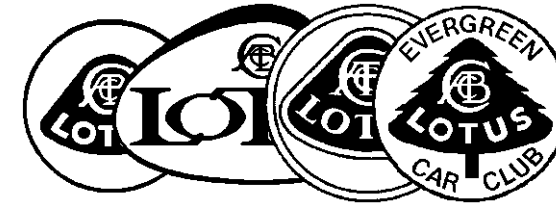




**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



# Lotus Lines

**Newsletter for the Evergreen Lotus Car Club**  
**December 2007**

## Colin Chapman: 25 Years On

This month marks 25 years since the passing of Colin Chapman, founder of Lotus Cars. How has Chapman's reputation held up after 25 years?

Chapman continues to be recognized as one of the great innovators in car design and auto racing.

Chapman is known for pioneering (or, at least, being the first to have success with) the monocoque chassis, using the engine as a stressed member of the chassis, developing wings and ground effects as well as active suspension. Variations of the DFV engine, developed with the Lotus 49, continued to be used in F1 into the 90s. The Lotus-developed active suspension was first tested the day that Chapman died and was used with success in 1987.

Not as many people know that Chapman and Team Lotus were also pioneers in sponsorship. Team Lotus was the first team in Formula One to break with tradition and run in a sponsor's color scheme instead of national colors. They were also the first F1 team to name their car after a sponsor. They also introduced tobacco sponsorship to Formula One.

While acknowledged for his technical ability, Chapman does not fare as well when his business dealings are scrutinized. Lotus Cars continues to suffer ups and downs to a similar degree as when Chapman was around. Team Lotus no longer exists. A judge in the UK said that if Chapman were alive at the time of the trial of a business associate, Chapman would be sentenced to 10 years in prison over his involvement in defrauding the British government when Lotus was working with DeLorean. Fortunately, most people don't worry about this.

Car designers continue to be inspired by his design philosophy. His line "simplify, then add lightness" could easily describe the Elise. Racing continues to use ideas that he made work in racing. He has continued to leave his mark on the world.



## ELCC Officers Meeting

When: Tuesday, January 15th, 7PM  
 Where: Dave's Diner and Brew, SeaTac, WA

This is the annual get-together of the club officers to do planning for the year, make sure that we have enough money to do everything that we would like to. It is open to any club member interested in falling asleep as we go over the minutiae of running the club, but you should call to let us know that you will be attending so that a large enough table can be reserved.

## Tour of Tom Armstrong Automobile Collection

When: Saturday, February 16th, 10AM  
 Where: Tom Armstrong Cars, 965-5th Ave NW, Issaquah, WA  
 Host: Chuck deKeyser

*This is a pre-announcement of the event just in case the next newsletter is delayed.*

ELCC has been graciously invited by Tom Armstrong to view his unique collection of special interest cars.

The collection, which is housed at two separate locations in Issaquah, includes a Penske-Hilton Camaro, Corvette Grand Sport and a Ford GT 40 along with several other very interesting automobiles. As some of you know, Tom and his wife Susan are active vintage racers and long standing members of the SOVREN Guild.

The tour itself will start at Tom's modern and spacious garage near downtown Issaquah (965-5th Ave NW between NW Juniper and NW Locust) and then move to his home on nearby Cougar Mt. where he keeps the remainder of his collection.

Don't miss this event as it will be a great way to start the New Year.

See you there!!!

## Editor's Note

This is my last newsletter. And it is late again.

This time the problem was the holidays. Some folks didn't send me newsletter content that I was expecting them to (and these folks were gone for the holidays, so I couldn't nag them about it), so I had to come up with a bunch of more material that I wasn't expecting that I would have to.

I hope the transition to the new newsletter editor (Robert Vets) goes well. The next club event isn't until the middle of February and it is listed in this newsletter, so his first newsletter is really needed until March, so that should give time to work out transition issues, right?

On other fronts, I am excited and sad to say that ELCC members and Holiday Party hosts Chuck and Georgia Conti are finally, actually, moving to Mexico. Chuck sold his business and has finished the transition to the new owners. Georgia is done with her gig in Alaska. I will miss them, but it will be nice for them to be able to get live in their new home down south.

So, that's it. Hope that you enjoyed the show for the last few years. Since Robert will be using different tools than I do to put the newsletter together, I hope that he will take the opportunity to do interesting and cool things.

Now, I gotta find Jim Taylor and find out how to do the club roster ...

*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>	

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## A Lotus Quiz for the Holidays

 Courtesy of [colinchapmanmuseum.org.uk](http://colinchapmanmuseum.org.uk)

The Colin Chapman Museum ran this quiz until December 31. There is a total of 155 points to be scored. The person with the highest score will receive a copy of Michael Oliver's book on the Lotus Type 72.

- (a) How many Lotus 12's were built during 1957? (5 points)  
(b) How many victories did they score? (10 points)
- In 1991 Team Lotus had Mika Hakkinen as No 1 driver. Their other driver was injured, who deputised? (5 points)
- What year did Colin Chapman get a CBE? (5 points)
- How many type 14 Lotus Elites were built? (10 points)
- (a) Why was Jim Clark awarded the Barnes Trophy? (10 points)  
(b) What year did the award take place? (5 points)  
(c) Where did it take place? (5 points)
- What year did Revell introduce the Lotus 23 1/24 scale SP-510X kit? (10 points)
- What price was the Lotus Elan when announced? (10 points)

- When was the Lotus Cortina (type 28 announced)? (5 points)
- In 1990, who was the Technical Director at Team Lotus? (10 points)
- (a) What season was the Lotus MK VIII built for? (5 points)  
(b) Who designed the body? (5 points)
- When did Mike Costin join Lotus as a full time worker? (10 points)
- (a) What car did Colin Chapman first race on a circuit? (5 points)  
(b) Where did this take place? (5 points)  
(c) When did it take place(year, month, day)? (10 points)
- (a) What was Colin Chapman's first real plane? (5 points)  
(b) Who did he sell it to when he bought a new one? (5 points)
- What was the name of the school that Colin Chapman went to in 1938? (15 points)

This Space Still For Rent.

## 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:** 1969 Lotus Europa S2 (type 65). White with black interior, 68000 miles. BBS type wheels, \$8900 OBO. Michael Johnston (253)973-6893/(253)265-2392, [dianej@ix.netcom.com](mailto:dianej@ix.netcom.com).

**For Sale:** 4 assorted tires (13") for early Lotus. \$25 each. Chuck Conti, 206-310-7884.

**For Sale:** 4 Cosmic wheels 6 x 5.5 x 13 with spacers, lug nuts, and custom Lotus center caps. Good condition. \$300. Chuck Conti, 206-310-7884.

**For Sale:** 1970 Lotus Europa S2, light blue, 63k miles, excellent condition, runs and looks great, MiniLites with Bridgestone RE-71 tires, everything works (I fixed the brakes), adjustable rear sway bar, some extra parts (cross-flow engine in pieces, two transaxles one whole and one in pieces). The first owner had it for about one year. I purchased from second



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owner located in San Diego around October 1998, always garaged, \$7200 obo. [jimtaylor@seanet.com](mailto:jimtaylor@seanet.com).

**For Sale:** 1965 Volvo 122, gray, sedan, runs and drives well, good original condition (great starter for a restoration), some extra parts, daily driver, new timing gear, new radiator. Needs paint, headliner, and misc TLC, \$2000 obo. [jimtaylor@seanet.com](mailto:jimtaylor@seanet.com).

**For Sale:** 1985 Lotus Turbo Esprit. 45,000 miles. Used as regular driver, Lotus maintained, BRG/Gold, BBS wheels, CD, A/C, \$15,800. (509) 447-3344 (Home). (509) 280-2478 (Cell). Robert Ewens.

**For Sale:** 1970 Titan Mk6 Formula Ford. Available in the spring. I am almost done restoring it, but have no desire to race it. Offering for sale now to allow buyer to select paint color, etc. while it can still be easily changed. Ground up restoration. Low hours on engine. Lots of documentation. Spares package. \$17000obo. Alan Perry, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).



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ELCC events are listed in **BOLD**

- January  
**15 ELCC Officers Meeting**  
 27 WWSCC Slush #1 Autocross, Everett
- February  
 10 WWSCC Slush #2, Bremerton  
**16 Tour of the Tom Armstrong Collection, Issaquah**
- March  
 9 WWSCC Slush #3, Bremerton

**Car Clubs**

- ACNW: Audi Club Northwest <http://www.audiclubnw.org>
- 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.cascadesportscarclub.org>
- 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.icscc.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**

There is no 'From The Chair' column this month. Chairman Andy left for the Holidays without supplying a column for the newsletter. I am sure that it is on his computer and he will be kicking himself when he realizes it.

**Rearranging The Deck Chairs - New ELCC Officers in 2008**

The ELCC officers serve a two-year term. Typically, there is not a formal election because there is only one person who has stepped forward for each position. Some positions are occupied by the same person year after year. In the coming year, all that is changing.

Starting in 2008, the ELCC Officers are:

- Chairman - Mark Sterner  
 Membership - Alan Perry  
 Treasurer - Andy Keck  
 Newsletter Editor - Robert Vets (with help from Sean Lane)

**Miscellaneous Lotus/ELCC News**

In the "News That We Missed" category, last January, Lipscomb Lotus in the UK organized a Guinness World Record attempt in Lotus at the Brands Hatch race course. They were going for the record for the longest parade of cars. The parade would all be Lotus cars.

The old record was 249 cars. The new record is now 313 cars. That is how many would fit on the track.

The official presentation was made at Lipscomb Lotus at the end of the year. Lotus F1 driver Martin Donnelly (who was nearly killed in a practice accident at the Spanish Grand Prix in 1990) spoke about his accident and former Team Lotus mechanics Bob Dance and Richard Parramint spoke about their time with the team.

First Thursday is moving. After meeting for over a year at Smarty Pants in Georgetown, the informal ELCC gathering held on the first Thursday of the month is trying different locations. The first new location is Butler Bar & Grill in Des Moines. The meeting time is still around 7:00pm. Keep an eye on your Evite for future locations.

The ex-Team Lotus Cortina that was being auctioned by Bonhams sold for GBP 123,000 (plus tax and buyer premium).

Other people who have semi-official roles within the club are Don Christopher (webmaster), Sean Lane (calendar editor) and Mark Parker (newsletter printing/distribution and calendar printing).

Thanks to everyone for volunteering and keeping the club running strong. Also, thanks to the outgoing officers for their hard work for the club. Special recognition is due to outgoing Membership Officer Jim Taylor who has served in that role for around 15 years.

The estimated selling price was between 60,000 and 80,000 GBP.

*Autoweek* reports that Lotus (and Bosch) are working on six-stroke engine technology. The extra strokes (compared to a normal four-stroke engine) are power strokes, using "oxygen-free radicals", extra fuel and compression (like a diesel) to ignite. This is supposed to result in more power and torque with lower emissions.

Next year marks 60 years of Lotus with factory celebrations expected in September. Richard Parramint, who has put together a number of Lotus tours, is in the planning stages for a 5-day tour to go along with the celebration. Send e-mail to [richard@positivespeech.co.uk](mailto:richard@positivespeech.co.uk), if you are interested.

Paul Newsome has been appointed Managing Director of Lotus Engineering. He is also now a Director on the Group Lotus board. He comes to Lotus from Jaguar and Rover where he was Group Chief Engineer - Advanced Product Creation and was also responsible for all Research and Development.

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## **ELCC Holiday Party** by James Ochs

The 2007 annual ELCC Christmas party was a great success! There were over 27 members and guests at my home for dinner and a gift exchange. We played a game where everyone had an exotic sports car name with that car information taped to their back. Each person could ask yes or no questions like, horse power, top speed, country of origin, and such in order to guess their car. It generated a lot of conversation and was good fun. First, second, and third prizes were Lotus memorabilia items that had been purchased from Park Place, LTD.

Dinner was plentiful with turkey, potatoes, veggies, chips and dip, beverages, and a ton of dessert, of course. Everyone had lots to eat and there was even wine left over; enough to start a small wine collection!

No Christmas party is complete without a white elephant gift exchange that includes interesting gifts, right? Well there were several that livened up the event. Andy got a

## **The Disassembled Bugatti** by Alan Perry

Since no one has submitted photos from the Holiday Party (which leaves newsletter space to fill) and since Mark Sterner told me that people at the Holiday Party spoke about the "disassembled Bugatti" that I brought to the Gift Exchange a few years ago, I figured that I would describe it and how it came about.

The Bugatti tradition began at a ELCC Holiday Party in the late 90s, when someone brought a 1/18 scale die-cast model of a Bugatti EB110 for the gift exchange. At the Holiday Party the following year, the person who ended up with the Bugatti brought it back for the gift exchange. The tradition was established and the Bugatti has been brought back every year since then.

Why a Bugatti? From 1993 to 1996, Lotus was owned by Bugatti and its chairman Romano Artioli. The Elise is named after Artioli's granddaughter. Bugatti produced the EB110 during this period.

How the Bugatti model has been dealt with during the gift exchange has varied. At one point, the person who brought the Bugatti also brought a "real" gift so the person who selected the Bugatti would also get a gift that they might want to keep.

Because people avoid the Bugatti during the gift exchange, some people who have brought it have been very creative trying to disguise that the gift was the Bugatti. For example, it was once put into a two-liter soda bottle.

That inspired me to try to disguise it myself. The problem was that I didn't have the Bugatti. This inspired me to have a little more fun, buy another Bugatti model and throw it into the mix.

No one would be expecting two Bugattis, right?

At the beginning of 2002, I bought the second Bugatti and tried to figure out how to disguise it. I disassembled it and

toilet plunger. The Bugatti was faithfully traded again this year, so I'm sure we'll see it again in 2008, and my wife got a little man that drops his drawers when a little ball is squeezed. She actually traded for it so she could add it to her farting toys collection.

The evening wound up with a unanimous vote for Mark Sterner to take over the reigns as the next president of ELCC for the next two years. Thank you Andy for doing a great job.

I look forward to this coming year and to the club having a big track day this summer. Also, a big thank you to those who participated and made it to the Christmas party.

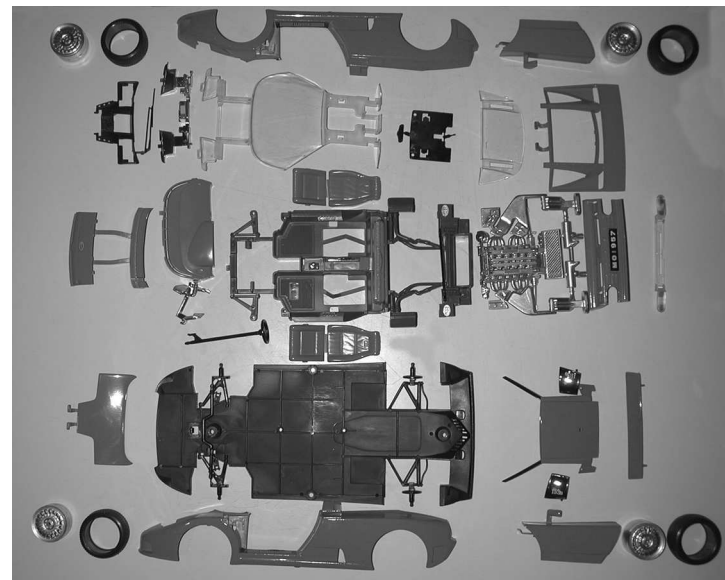
*[Ed. note: Chuck Conti ended up with the Bugatti, however, because Chuck and Georgia are (finally) moving to Mexico, Mark Sterner took the Bugatti off of their hands and will bring it to next Holiday Party.]*

laid out the pieces, so the obvious idea was to lay it out flat. I had some poster frames sitting around and it was about an inch deep, so I tried to lay out the parts as a poster.

The biggest problem was the model's steel body. It was too tall. I ended up cutting it up, mostly at fender seam lines and hidden places, but some of the cuts were obvious.

I attached parts to a board with clear packing tape, put the board in a frame and wrapped it. I didn't know if anyone would want the Bugatti as a poster or assembled, so I took assembly pictures and attached them to the back. At 24"x20"x1.5", no one would expect that it was a Bugatti.

I brought the framed, disassembled Bugatti as my contribution to the 2003 Holiday Party. During the gift exchange, no one selected it. Tim Holmgren, who had selected the original Bugatti, was allowed to select another gift. The only gift left was my Bugatti. Tim ended up with both Bugattis. I guess Tim still has it.



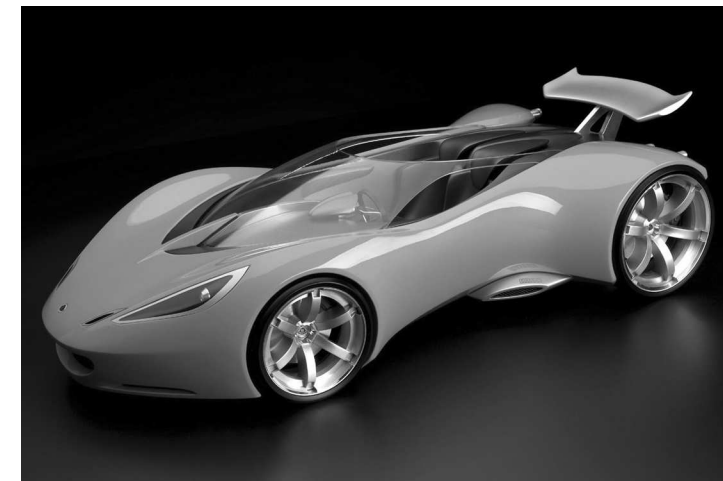
## **Lotus Design Hot Wheels Concept** LOTUS PR

Group Lotus plc has teamed up with Hot Wheels®, the famous global die-cast brand, to design, develop and produce a Lotus Hot Wheels® Concept vehicle. This 1:5 scale model was on display to the world at the annual SEMA Show at the Las Vegas Convention Centre between 29th October and 2nd November 2007, and a 1:64 scale version of the design will become part of the Hot Wheels® product range in spring 2008.

To celebrate its 40th anniversary next year, Hot Wheels® approached Lotus and other world leaders in the automotive industry with the challenge for each company to produce a vehicle that embodies its own engineering philosophy and brand. The result from Lotus is a stunning open-top two seat sports car concept.

Russell Carr, Head of Lotus Design said; "This was a dream job for the design team because, for many of us, when we were children, it was Hot Wheels® that first ignited our passion for cars and design. Lotus Design's international reputation for designing visually dynamic and exhilarating sports cars perfectly fitted the brief for this programme and we relished the opportunity to design a concept that was free from the typical technical and legal constraints of a full size car. In addition the design offered unique challenges because it has to work as a toy and we therefore had to remember how specific views, features and tactile qualities of toy cars fascinated us as children. I am very proud of the final design by Steven Crijns that succeeds in being both instantly recognisable as a Lotus and a Hot Wheels® Car.

Steven Crijns, Design Manager at Lotus Design and creator of this concept design explained; "Hot Wheels® cars are barely 75mm long, so specific attention went to create a bold shape that would work well at this scale. Another challenge was to create an exciting design that would work well as a toy. The car needed to be recognisable as a Lotus without having to turn it over to look at the badge underneath, so I took elements from the Elise and Exige such as the headlight design, the Lotus 'mouth', the pronounced wheel arches and trademark bonnet graphics. I was keen for the design to express the Lotus philosophy of performance through light-



weight: the shrink wrapped body is kept to an absolute minimum to save weight. The dynamic voluptuous curves make the car look agile and fun to drive. Bold aerodynamic aids are incorporated to achieve exceptional Lotus handling. The top exit radiator at the front, a distinctive Lotus design feature, the rear diffuser and a large rear wing all provide down-force helping the vehicle stick to the road. In addition, large side air intakes and an open rear end aid engine breathing. Inside the car, the exposed centre spine is part of the structure and incorporates the switches and gear linkage and supports the rear wing."

Mike Kimberley, Chief Executive Officer of Group Lotus Plc said "We are delighted to have worked with Hot Wheels®, who share our passion and enthusiasm for all things automotive. Lotus Design has a global reputation and is responsible for the design of all Lotus cars, including Europa, Exige and iconic Elise and many designs for our engineering clients globally. The same design team who created this stunning concept is also designing our new range of cars, the first of which, codenamed Project Eagle, will go into production at the end of next year."

