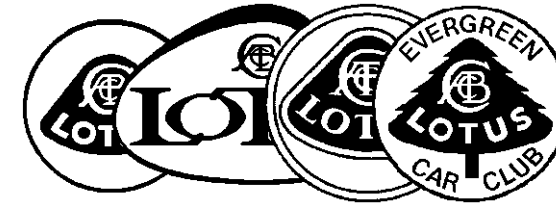




Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481



Lotus Lines

Newsletter for the Evergreen Lotus Car Club
May 2007

Lotus Turns To Wind Power

Lotus has announced that, in cooperation with Ecotricity, they have started work that will eventually lead to the installation of three electricity-generating wind turbines inside the test track at Lotus headquarters in Hethel. This could provide for all of the electricity needs at Hethel with the excess being fed back into the power grid for nearby residents. Lotus has already done work to assess the potential for wind power at Hethel and is now seeking input from the appropriate regulatory bodies.

Ecotricity assists home owners and businesses in the UK switch to wind power. Their work with Lotus is being done under their Merchant Wind Power scheme. Under this scheme, Ecotricity will build, own, operate and maintain the wind turbines and Lotus will buy the electricity generated from the turbines at a significantly reduced price. The founder of Ecotricity noted "[Lotus] won't be spending any additional money on its energy supply, but will have peace of mind knowing that it's part of a growing movement to redress climate change."

Group Lotus CEO Mike Kimberley noted, "Lotus is globally recognised as a pioneer in vehicle technology and is now working worldwide in environmental and green transport research. By sourcing our electricity needs for our Hethel headquarters in Norfolk from these Wind Turbines, we can contribute to reducing our corporate CO2 emissions dramatically and provide a definitive demonstration of our commitment to the environment."

Return to the Gorge, May 26 and 27

Several members have asked that we add an overnight destination type drive to our calendar of events. After some discussion, Jim Taylor proposed that we simply take advantage of one of the tours hosted by Arnie Taub, organizer of the All-British Field Meet. And a brilliant idea it is.

The 9th Annual "Return to the Gorge" is open to all cars. The dates are May 26-27. This tour, run on your own, will take you south through the back country to the Washington side of the Columbia Gorge, and on to the final destination, Hood River, OR. The Hood River Inn will be the host hotel. A dinner has been arranged where we will have the opportunity to go over the days events and award prizes. On Sunday morning, we will meet up again and head north using a different route. These are roads you have probably never driven, through great places like Kelso, Napavine and Onalaska. This is not a rally, there are no traps. Run in the style of European events, the event provides maps and instructions to make your drive a pleasant one.

Can't stay overnight? You can still join in the drive only or stay for dinner and still be back in the Seattle Area by midnight. This is a fun event and a great opportunity for us to take advantage of Arnie's expertise as well as leveraging the power of a larger group to get us a better deal than we could get on our own.

There's far more detail as well as all the signup info at: <http://abfm.com/gorge.htm>

Please let me know if you plan to join me for this fun weekend. If there are enough of us attending, we can make a few special arrangements of our own!

2007 SOVREN Pacific Northwest Historics, June 29, 30 and July 1

It's time to order tickets and reserve your place in the Car Corral for this summer's Pacific Northwest Historics.

If you've been around long at all, you know that the Pacific Northwest Historics is the premier vintage sportscar race in the Pacific Northwest. But I'll bet you didn't know it's the largest event of its type in the USA where all proceeds go to a charitable cause. All of the entry fees and any other donations go to the uncompensated care fund at Children's Hospital. The featured marque is Camaro this year and Parnelli Jones (after whom Andy Keck was almost named) is the guest celebrity.

Ticket prices are the same as last year at \$25 for any one day and \$40 for the 3-day weekend. That price is for either a car and driver or adult passenger. Reduced price tickets are available for children. Passenger tickets can be purchased with the car corral tickets. The ticket order goes in Friday, May 19th, so please contact Andy with your ticket choice at chair@elcc.org or call me at 206-390-3870. Like last year, I'll place the order up front and include a payment envelope when I mail the tickets. See you there!



Editor's Note

Four down. Only six more newsletters this year! Yes, I know. The joke is getting old.

Once again, another late newsletter. Luckily, there are no club events that were not announced in previous newsletters. Even though I can't be there because of family commitments, I encourage folks to participate in the Return To The Gorge tour. Take pictures and submit them to the newsletter.

One thing that I find odd is the lack of technical articles concerning the Elise that have been submitted to the newsletter. The Elise has been available long enough that, I am sure, one or two quirks have been discovered and a workaround devised. At this point in the life of other Lotus models, that was certainly the case.

Or, is the Elise just perfect as it comes from Lotus?

My 97 Elise certainly wasn't perfect. There is the high coolant pipe (without a bleed valve) that traps air bubbles. There is the coolant fan oriented to trap water at the shaft for the blades. There are the M12 fasteners (replaced with M16 fasteners very quickly) holding the front hubs together. There is the problem (unique to my car) where the passenger door window pops off the regulator mechanism. There is the aluminum corrosion under the floor mat problem.

The new Elises don't have any problems like these?

I guess it is a new kind of Lotus!

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
	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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Lotus: The Elite, Elan, Europa by Chris Harvey

Yes, the book review returns!

This book was first published in 1982. I am reviewing the 1989 reprint. Chris Harvey has written a few Lotus books. This one is perhaps his most ambitious.

In a little over 200 pages, he tries to completely cover three different models of Lotus, their development history, road test, competition history, what to look for when buying them, issues that come up when restoring or running them and more. He also throws in some biographical information about the men behind Lotus.

The Elite, the Elan and the early Europa get good coverage, particularly the development and competition histories and the contemporary road tests. However, some of the sections are so short that it raises the question of why did the author bother to include them.

What is the author's advice concerning running a Europa? It should be the same as an Elite or Elan, except don't lean on the doors because the hinges are weak and there are issues

with the rear wheel bearings. Anyone who has owned a Europa can tell you that the problems that you may encounter running the car are much more varied than that.

The book is easy to read and no obvious errors were noticed. Unfortunately, it lacks a lot of first hand accounts of the history that are common in newer Lotus books.

My favorite thing about this book is the pictures (yeah, I know, heard that one before). My favorite photo is a Europa, disassembled in kit form (which, for those of you who recently became Lotus enthusiasts, is how they were once commonly sold). I also like the cartoon with the caption 'Changing the rear brake pads can be a simple for four people on the Elite'.

The book also demonstrates a problem for any car club that has been around for a while. It lists the addresses for several Lotus clubs, circa 1982. Lotus Ltd is still at the same address. Club Elite has moved. Lotus/West has gone dormant, but the address is still good. Once a book like this comes out, a Lotus club can never change its address.

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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: 1970 Lotus Europa, runs and looks good, always garaged, MiniLites, some extra parts, unfortunately it needs a brake rebuild due to not being driven, \$8000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1969 Mercedes 280S sedan, looks and drives great, 60K on the odometer (really), automatic on the floor, needs carb rebuild, \$6000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1987 Porsche 944 Turbo, runs and looks good, 2nd owner, original except for adjustable Koni's (front and rear), passenger side airbag, excellent tires, fresh alignment, limited slip differential, 152K miles, \$9000 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1974 Porsche 914 2.0L, good condition, no rust, 30K on engine overhaul, some extra parts, needs minor front end bodywork and paint, \$2000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1976 VW Bus, 7 passenger transporter, rare automatic, runs okay but has stuck lifter or slightly burnt exhaust valve, \$1000 firm. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1965 Volvo 122 sedan, runs and drives well, good original condition, some extra parts, daily driver, new timing gear, new radiator, \$2500 obo. Jim Taylor, 206-232-2237, jimtaylor@seanet.com.

For Sale: 1997 Audi A4 1.8T quattro, 5-speed manual. Laser Red/gray cloth. 90k miles. Sport package with 98 Sport suspension. New control arms and timing belt done. \$8000. Alan Perry, 206-855-9464.

For Sale: 1994 Lotus Esprit S4. One owner, all records, 10,800 miles, totally stock, 2.2 liter 4-cyl., Calypso Red with Barley (tan) leather, never raced, always garaged and covered, \$40K, wrmnich@comcast.net.

For Sale: Miller TIG welder \$100, large Andretti JPS silk-screen \$40, Europa S1-2 Wilwood rear sliding caliper conversion with rotors and brackets \$100, four 5-1/2x13 slot mags for Elan/Europa \$120. David Miller (360) 604-4310. davemarylee@msn.com.



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ELCC events are listed in **BOLD**

- May
- 5-6 ICSCC/CSCC Race #1, Portland
- 12-13 SOVREN Spring Sprints, Pacific Raceways
- 13 WWSCC Championship Autocross #2, Everett
- 19-20 ICSCC/IRDC Race #2, Pacific Raceway
- 20 SCCA Regional Autocross #2, Packwood
- 23 NWARC Lapping Evening, Pacific Raceway
- 27 SCCA Regional Autocross #3, Bremerton
- 27 BSCC Practice Autocross, Bremerton
- 28 BSCC Autocross #3, Bremerton
- June
- 8 NWARC Lapping Day, Bremerton
- 10 BSCC Autocross #4, Bremerton
- 16-17 ICSCC/CSCC Race #3, Portland
- 24 SCCA Regional Autocross #4, Packwood
- 23-24 ICSCC/SCCBC Race #4, Mission
- 29 BSCC Track Event, Bremerton
- 29-30 SOVREN Vintage Races, Pacific Raceways**
- July
- 1 SOVREN Vintage Races, Pacific Raceways**
- 1 BSCC Autocross #5, Bremerton
- 15 SCCA Regional Autocross #5, Packwood
- 22 SCCA Regional Autocross #6, Bremerton
- 26 NWARC Lapping Day, Pacific Raceways
- 28 All British Field Meet, Bellevue**

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.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.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

Here is the part of the newsletter where I start begging. You may have noticed elsewhere in this issue (or in last month's issue for that matter) that I have asked people to contact me with their requests for tickets and car corral passes to the Pacific Northwest Historics held at the end of June. The deadline for me to submit our entries is fast approaching, and to date the response has been a little underwhelming compared to last year's event. Worse, I know from casual mentions that some people that have said that they might attend have yet to put their names on my list. Don't miss this fantastic weekend just because you forgot to reserve your spot. I typically buy a couple of extra tickets to accommodate people who might find at the last minute that they're able to attend, but don't count on those being available. The time is now. Email me at andykeck@mac.com or call me at 206-309-3870.

While I'm in begging/scolding mode, let me remind everybody that lots of club members still haven't responded to the e-mail invitation to our new online discussion area. I'd love

to see us put that to good use. Please feel free to contact me if you lost, threw away, or never received your invitation.

Let's all extend our thanks to Mark Sterner for organizing our trip to the Hydroplane Museum last month. I had a great time, and judging from how over-long our tour went and the number of questions we had for David Williams, the museum director, everyone else enjoyed it too. A key highlight was Mark leading our just-below-the-speed-limit procession past a speed trap. The look on the officer's face was worth the trip alone.

And last, how about a quick mention of the fact that I'm already three-quarters of the way through my term as your chairman. If you'd like a crack at running the show, you know how to contact me. When I'm looking for someone to buy me a beer at Smarty Pants, I might make noise about what a difficult job it is, but the real truth is that it's pretty easy, especially given that there are so many people willing to help with just about everything. Think about it.

See you next month.

The Colin Chapman Museum & Education Centre by Don Christopher

Several years ago, Alan Perry loaned me one of his home videos of a late-1990's trip to the UK. The footage included a Lotus gathering at the factory in Norwich and visit to the previous factory site in Cheshunt. His videos were my first encounter with the Lotus factories that did not involve black and white photos in books. I remember in particular the video of the Cheshunt factory where my Seven was built; a building that then was housing, I think, a carpet shop. Very unfitting for such an important automotive building.

So I was very interested in hearing that a group of Lotus enthusiasts have begun a serious attempt to reclaim the original Lotus factory at Tottenham Lane, Hornsey and turn it into the Colin Chapman Museum & Education Centre. As listed on the museum's web site (<http://www.colinchapmanmuseum.org.uk>), its primary objectives include "celebrating the industrial design and problem solving methodology of Colin Chapman, and creating a museum that interprets this work and uses our archives to advance education in engineering, training, work experience, equal opportunities and critical

analysis." The proposed museum would include the building that housed the showroom and offices, the back-buildings where Chapman built the 11, Elite, and Seven, and the pub next door that was owned by Chapman's father.

Those interested in the project and Hornsey site are encouraged to have a look at the museum's web site. One link not to be missed is (<http://forums.autosport.com/showthread.php?s=&postid=2695092>) which discusses a recent meeting of the museum directors. You'll see photos of the Hornsey factory, pub, and station as they are today. Stan Chapman's pub is still in fine shape. But the showroom that once held the first Elite is a boarded-up and graffiti-covered builders merchants business, the factory rooms where the cars were built now mostly store building materials, and the upstairs drawing room where so many designs were created is filled now with junk (though there appear to be some drawings sitting on shelf in the background).

(continued on page 5)


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Hydroplane and Raceboat Museum Tour by Mark Sterner, Photos by Andy Keck

The first club event of the year was met with "typical English" cool, misty morning weather, warmed a bit by an excellent member turnout and a dose of Starbuck's. It was nice to see new members James Ochs in his Esprit and Anthony Benson in his new Elise. And some long time members that we don't see very often like Alice Larson (in her new Mini Cooper) and Jim Taylor (first event in a while). Other members attending included Steve Shipley, Doug Jackson, Don Christopher, Sean Lane, Bill Rabel, Michael Hilt, Richard Boyd, Bob Bentler, John Schneeman, Roger Croshaw, Mark Gleason, and Chuck DeKeyser. Our fearless leader, Andy, was there (and helping me try to organize the chaos) and hopefully taking some great photos. I apologize if I am forgetting anybody. I think we had over 20 cars show up.

After grouping at Safeway, we caravanned down the hill to the Hydroplane and Raceboat Museum. Upon arrival, director David Williams, surprised us with an immediate startup of one of the big WWII aircraft Allison V12 engines. He was interesting to watch, kind of like a maestro directing an orchestra, as he skillfully warmed the engine up and built up slowly to some heavy throttle action. He added to our show by "loading" the belchfire engine up a bit, resulting in some window rattling pops and bangs. Great loud fun for any Motorhead or Gearhead, and a great way to start our tour!

Once inside the doors of the museum, David formally welcomed us to his working shop. We were introduced to such legendary boats as the Miss Bardahl (the Green Dragon), the Hawaii Kai (the Pink Lady), the Rolls-Royce Griffon powered Miss Budweiser, the Miss Burien, and the Atlas Van Lines of legendary driver Bill Muncey. We learned that the restored Atlas boat is currently owned by none other than John Goodman. Remember the triple shop tour that included Goodman Racing last year that we all enjoyed so much? An ironic and unexpected connection there with the Lotus Club!

A boat called the Hurricane was in the process of restoration in the back workshop, the engine rebuild area was of interest,

and it was fun to see young kids building their smaller hydroplane racers through a special affordable museum supported program. The kids looked very focused on their work! Another point of interest was the fact that the museum rebuilds only the American-made Allison engines. The English-made Rolls-Royce Merlin engines are far too temperamental, complicated, and over engineered. Imagine that from the British! The Merlin engines have to be sent down to Jack Roush Racing (of road racing and NASCAR fame) for rebuilding. Roush just happens to be into vintage airplane racing with a personal P-51 Mustang, and has turned his hobby into another profitable segment of his business.

Even though I worked on these vintage boats many years ago, I still am in awe at the sheer presence and enormity of these hydroplanes (over 32 feet long). Back when men were men, like the old auto racers, the only driver protection was a helmet and goggles, and a tight fitting seat to sit in (no seat belts). Holding on tight to the steering wheel, sitting behind a 3000 horsepower engine, and going almost 200 MPH is a bit much to even imagine. And driver fatalities were not unusual. David added to the intrigue with some great stories and historical details, and fielded many questions from an interested club audience. In fact, later David would tell me that he had never talked so much or answered so many questions from a car club before! He greatly appreciated our interest and support.

We spent almost three hours pouring over all the details of the shop, so we ran late. I had to cancel our planned noon group lunch reservation AND the planned drive that I had spent so much time on figuring a good route. However, we "rolled with the punches" and about ten of us had lunch in the bar at the Des Moines Red Robin. All in all, things went very well, even the weather co-operated, and all seemed to have a good time. Thanks to all who supported my first attempt at a club event!



Lotus Shows Exige 265E and Optical Access AVT in Japan LOTUS PR

Visitors to the JSAE Show in Yokohama in May will be the first outside the UK to see the unique Lotus Exige 265E flex-fuel technology demonstrator. Also on display will be Lotus Engineering's advanced optical access research engine. These cutting edge developments are part of Lotus Engineering's continuing research into new and exciting technologies to reduce the environmental impact of the internal combustion engine.

The world-class Lotus Engineering innovations will feature on the UK's Pavilion and are set to be star attractions of the show.

Lotus Exige 265E flex-fuel demonstrator

Lotus Engineering's Exige 265E technology demonstrator, developed to run on any mixture of BioEthanol from 100% gasoline to E85 BioEthanol (15% Gasoline), will be the centrepiece of the UK's stand at JSAE.

One of the world's quickest road-legal bio-ethanol fuelled cars, the Exige 265E is powered by a modified version of the supercharged and intercooled 4-cylinder engine from the production Lotus Exige S. With 197 kW (268 PS) the Exige 265E accelerates to 100 kph in 4.1 seconds and to a top speed of 254 kph. It is an example of Lotus Engineering's commitment to developing eco-friendly powertrain solutions that also provide an exciting and engaging driving experience.

The powertrain of the Exige 265E incorporates a modified fuel system and sophisticated Lotus-developed engine management programme. A sensor in the fuel tank diagnoses the real-time bio-ethanol/gasoline mix and the

ECU adapts the engine fuelling, timing, camswitching and ignition strategies accordingly.

Lotus Engineering Optical Access Active Valvetrain engine

The UK engineering consultancy is also showcasing one of the most sophisticated research engines in the world. The Optical Access AVT engine combines Lotus Engineering's pioneering fully variable active valvetrain (AVT) technology and its optical access combustion chamber technology. Each is used independently for leading edge powertrain research and development, and in combination offer engineers a suite of extremely powerful capabilities. It is being used by Lotus Engineering and its clients to gain in-depth understanding and knowledge of the very latest engine technologies.

Optical access allows engineers to use advanced diagnostic techniques such as high speed imaging and laser Doppler anemometry to examine and record airflow and fuel spray characteristics, soot and particulate formation and the combustion event itself. The fully variable electrohydraulic valvetrain technology, pioneered by Lotus Engineering, allows engineers to infinitely vary the profile of the valve events in real time. It allows rapid assessment of different valve profile strategies and of the impact of those variations on events in the chamber.

So advanced is the unique technology as a powertrain research tool, many global OEMs have purchased the technology from Lotus Engineering.

Chapman Museum (Continued from page 3)

What's most impressive though is how small the place is. It doesn't appear to be much bigger than a three-car garage in a modern American suburb !

The museum directors are targeting an opening to coincide with the 2012 Olympic Games in London. Those interested in keeping up-to-date on the museum can sign up for email notices on the museum web site.