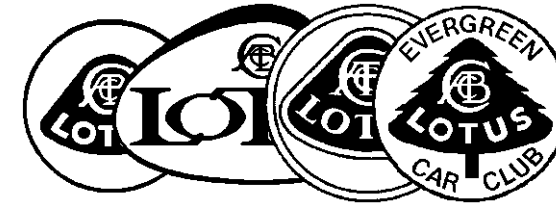




**Evergreen Lotus Car Club**  
**P.O. Box 40481**  
**Bellevue, WA 98015-4481**



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
 October 2006

## Lotus Wins British GT3 Championship

With one weekend to go, Lotus Sport Cadena scored enough points to secure the British GT3 Team Championship. This was at the most recent round held at Silverstone on September 24th. The final around will be held at Magny-Cours in France on October 22.

Leo Machitski, who drives for Aston Martin, leads the GT3 Driver's Championship over Lotus Sport Cadena drivers Sam Blogg and George MacKintosh, 49 points to 44.5 points.

When Lotus Sport Cadena started the season, they intended that this would be a development year.

The GT3 Championship is based on FIA GT3 regulations introduced for 2006. In addition to Lotus and Aston Martin, there are several teams running Porsche 997s. The Lotus Exige GT3, with 285 bhp, has significantly less horsepower than either the Aston Martin or the Porsche.

Chris Arnold, General Manager of Lotus Sport, said "I am absolutely thrilled that Lotus' re-entry into British motor-sport at this highly competitive level has been so successful. We have a great team of people here at Hethel, both working at Lotus Sport and the Cadena team. This has been a team effort in the truest sense of the word. I'm very pleased with the technical progress we have made this year and the car's reliability has been fantastic. We are now starting to see the real potential of the Exige on the race track."

Paul Whight, Team Principal Lotus Sport Cadena, confirmed "It is with a true sense of achievement that I look back on the British GT Championship this year. Working shoulder to shoulder with Lotus Sport, Cadena has developed the GT3 Lotus Exige race car to a standard proven capable of taking on and beating the likes of the mighty Aston Martin DRRS9 and Porsche 997. These are cars which come with significantly higher horsepower and of course, significantly higher price tags! To win the Team Championship in our first year is a reflection upon all our team members, each of whom has worked tirelessly both at the workshop and at the track."



## Park Place and Calendar Selection Meeting

When: Saturday, October 14th, 10:00am  
 Where: 13710 Northup Way, Bellevue, 425-562-1000, <http://www.parkplaceld.com>  
 Host: Andy Keck, 206-390-3870

Let's hope the weather holds out just a little longer for what is likely to be our last chance to get all our Lotuses together before the winter gloom takes hold. We'll have the opportunity to squeeze the Park Place folks for information about the rumored new Lotus models as well as find out more about the offerings from the new Lotus Sport division. We'll maybe pick up some tech tips and have the chance to ask any other questions that come to mind as well. Plus, this is your chance to show off your favorite photos and get your work immortalized in the ever popular club calendar. Bring your photos in whatever format you can show them and we'll provide all the tiny slips of paper for voting. Contact Andy Keck for more details or to submit questions or topics in advance.

Directions:

- From the junction of I-405 and Hwy 520, take Hwy 520 East towards Redmond.
- Take the first exit (124th Street) to the traffic signal at the end of the off-ramp.
- Turn Left onto Northup Way.
- Continue on Northup Way to 136th Street.
- Look for Park Place on the Left.

## Editor's Note

Thanks to Randall for writing a book review this month. Also, thanks to new member Jeff Cochran for providing pictures from the Portland ABFM. And, once again, thanks to David Caley who, once again, provided great photos from a club event. Thanks to the Contis for stepping forward to once again host the annual Holiday Party.

But, the biggest thanks go out to Andy Keck. He keeps putting together excellent club events and most of them seem to require a bunch of prep work to put together. I hope that some other club members will step up and put some events together before he burns out!

The next event includes photo selection for the Lotus photo calendar. There are many newer members who might not know about the photo calendar. The club prints and sells a monthly calendar, each month featuring a member-submitted Lotus photo. All of the submitted photos will be displayed at the next meeting and the club members who attend will vote on what should be in the calendar. Bring your favorite photos, even if they are not perfect (we can make them perfect with Photoshop).

Remember that there is no November newsletter. The next newsletter will be the November/December newsletter that will come out around Thanksgiving. Right now, there is no November event on the calendar. If someone puts on a November event, you will be notified through e-mail and Evite.

*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:

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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 andykeck@mac.com	(206)390-3870
Membership:	Jim Taylor jimtaylor@seanet.com	(206)232-2237
Treasurer:	Dave Billings elcc@bilcoh.com	(206)241-2167
Editor:	Alan Perry alanp@snowmoose.com	(206)855-9464

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## The Rebuilding of a Lotus Elan by Brian Buckland, Review by Randall Fehr

Brian Buckland is a British engineer and Lotus enthusiast who has worked on Elans as a sideline for 40 years. In 640 pages of detailed text and color photos he attempts "the definitive description of how to rebuild and restore a legend amongst classic cars". Several books have been published about the 1962-73 Lotus Elan but none as ambitious, or large, or expensive as this.

Buckland conceived the book to be read in conjunction with the factory manuals (still indispensable). He gives details relevant to major overhaul and restoration including parts variations and alternate sources, all based on long experience and written for the amateur owner/restorer with limited facilities. He corrects some errors and "nonsense" in the official manual, such as front wishbone and steering rack dimensions. With step-by-step photos and text he walks through tasks such as rear hub bearing replacement and fiberglass repairs. Everything is here, from chassis replacement to wiring and upholstery.

Getting all this information between covers is a stupendous achievement and has no rival so far as I know. All the Elan internet message boards and websites don't have so much help so well-organized. The Robinshaw & Ross *Authentic Lotus Elan and Plus 2* and Miles Wilkins' *Lotus Twin-Cam Engine* are more authoritative but much narrower in scope.

The burden of such a huge task shows up in the numerous oversights, typos, omissions and misunderstandings.

For example, as usual with UK publications, there is poor information about US versions of the car - Buckland attempts to list differences but misses details. Plus 2 Elans are not covered. He doesn't know how to adjust the handbrake so it won't wear prematurely. Brake lines must be made from seamless plated double-wall steel tubing, but he recommends soft copper. Some of his techniques, explanations and goals are debatable but other than the "definitive" in the subtitle he doesn't claim there is only one way.

The book is self-published, laser-printed on heavy paper bound looseleaf. Text jumps pages without leads, the language can be idiosyncratic, and many of the photos are distorted. The cost is about \$100 (US distributor's price not yet determined at press time). But there are old magazine ads, great photos of Jimmy Clark and Emma Peel, and an encouraging thread of enthusiasm for the Elan.

Soon to be available from Dave Bean Engineering, 209-754-5802. Also available for 100 UK pounds (about \$190) via air-mail direct from ELANMAN Ltd, 9 Grove Avenue, Coombe Dingle, Bristol BS9 2RN Great Britain. Phone 44-117-904-9549, email [brian@elanman26.freeserve.co.uk](mailto:brian@elanman26.freeserve.co.uk)

Thanks to Mark Gleason who lent his copy for review.



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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:** 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:** Lotus memorabilia. I am reducing my collection of Lotus print memorabilia - magazines, brochures, etc. Most of it is from the early 90s (M100 Elan, Turbo Esprit), S2 Esprit and some other stuff. Also have *Autosport*, *Prix Editions* and *Chequered Flag* magazines from the same period. Still putting together the complete list. Alan, 206-855-9464, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).

**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 restoration 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.

**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:** 2004 Volkswagen R32. Tentatively for sale. Black with black leather interior. 31000 miles. A 240 bhp/236 lb.ft., AWD Golf. Variable valve timing, intake length and exhaust. 2004 model year only limited edition. Alan, 206-855-9464, [alanp@snowmoose.com](mailto:alanp@snowmoose.com).



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ELCC events are listed in **BOLD**

October

- 1 SOVREN Maryhill Loop Hillclimb
- 6 BSCC Track Day, Bremerton
- 7 BSCC Autocross Driver's School, Bremerton
- 8 BSCC Event #8, Bremerton
- 14 **Calendar Photo Selection at Park Place**
- 14 NWARC Lapping Day, Pacific Raceways
- 15 SCCA Regional Autocross #8, Bremerton
- 21 CSCC Enduro, Portland International
- 28 IRDC Driver Training, Bremerton
- 29 NWARC Novice Driving School, Bremerton

November

December

- 9 **Holiday Party, West Seattle**



**Car Clubs**

- BMWCCA: BMW Car Club - Puget Sound Region  
425-481-9571 <http://www.bmwpugetsound.com>
- CMCS: Corvette Marque Club of Seattle  
425-486-2309 <http://www.corvettemarqueclub.com>
- NWARC: Northwest Alfa Romeo Club  
360-766-4405 <http://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.icccc.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**

First, let me start out by apologizing for the problems with the Evite for the Group 2 tour a couple of weeks ago. I have yet to figure out what the exact problem was or how many people it affected, but it looks like a couple dozen people never received the Evite even after I sent it multiple times. I think it's a safe bet that in a few cases, overzealous spam filters prevented the email from ever going through. Unfortunately, there are other cases where I worked with individual members who were unable to receive the invite either in their spam or their regular inbox. I really hope that no one missed the Group 2 event because of that issue. I think that most people that I talked to before the event knew of the date and time from the newsletter at least.

I'll be sending an Evite for the October meet at Park Place in just a few days and I have a few tricks that I'm going to try. I have a fresh member list from Jim Taylor, so I'm going to put some time into cleaning up the Evite address book and eliminating any errors that might lurk there. Next, after the Evite goes out, I'm going to be contacting a few of the members that got no invitation last time to see if things are working better for us. If that doesn't work, then I'll do some sort of direct email to each member along with complaining bitterly to the Evite folks. If anybody else has any ideas, I'd love to hear them. It shouldn't be this difficult, I don't think.

On to some good news! You may recall from this space last month that I was having trouble finding a non-McDonald's

Playland location for the Christmas Party. Well, we now have a location. Once again, the Contis have volunteered their home for our party. Chuck approached me while we were at Goodman Racing, and while the information is still tentative, I think we agreed that Saturday, December 9th is our best option. So thanks again to them and watch next month's newsletter for further details. My goal now is to be able to host next year's party, which at the rate that construction is proceeding, that might be a stretch. Maybe watch for that information in the November 2007 newsletter. Or 2008?

Beyond all that, there's not much new to report on from here. Touring the collections a couple of weeks ago, especially Bill Cotter's, gave me a whole bunch of ideas. The bad news is that all of the best ones are completely unaffordable, but I've never let that stop me before. My wife knows I'm up to something as I've pulled out my Scalextric set to inspect its condition and I've been caught pricing Skee-Ball machines on the web. She puts up with a lot, but I think she thought I lost my mind when I told her I need a couch and a big-screen TV for the garage. I think I shouldn't mention my racing ambitions right now. Or the two Linotypes I plan to restore. And I still don't know where I'll be parking the car...

Andy

**Miscellaneous News**

Lotus recently announced a "bright future with greatly expanded and extended car model programme", while, at the same time, they announced that they will be reducing production and reducing their work force. Over the next five years, Lotus will be adding two models to their current three model (Elise, Exige, Europa S) line-up. The new Esprit is one, but its launch has been pushed back to December 2009 (in order to "incorporate more Lotus 'DNA'" into it). The other is a Lotus/Proton high-performance car to be launched in May 2008. This was all part of a five-year plan approved by the Group Lotus board.

The Exige S is reportedly coming to US. It will be supercharged and put out 220 bhp. The weight is 2077 lbs. 0-60 time is 4.1 seconds. Price is \$56,990.

Andrew Frankel of the *Sunday Times* did not like the Europa S, which went on sale last month. His review can be summed up by these lines from the review: "Lotuses are lightweight, hard core, simple, technologically advanced and absolutely brilliant to drive. Except this one."

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## Group 2 Motorsports Shop Tour by Andy Keck, photos by David Caley

I think everyone that attended this event left in a daze from overexposure to automobiles and related collectibles. The extent of what we were able to see was a surprise even to me, the organizer. And although there was concern about the turnout as the initial weather forecast looked bad and there were problems with the Evite (mentioned elsewhere), the day turned out to be beautiful and attendance was right on target.

We started at the Group 2 shop. Joe English and his crew were responsible for arranging all the great tours and could not have been better hosts. Joe showed us several Alfas the shop is currently working on and talked about the track preparation and suspension and alignment work they can offer the Lotus crowd. Of particular note was the Brammo-built Ariel Atom, the race-prepped Seven and an incredibly nice Ford Anglia.

The rest of the day, we wandered between the McBride collection (Duesenbergs, Packards and all the vintage neon you could stand), the Cotter collection (how I wish my garage would turn out; Allards, slot cars and the Flintstones car) and John Goodman Racing (supposedly one of every Corvette

plus more racing Ferraris than I could wrap my head around). Check out the ELCC site for photos. I marveled at Joe's apology as apparently several of the 'best' cars were still in transport from recent events and not available to look at. I can't even imagine.

For the record, I believe that Steve Shipley claimed the Duesenberg Model J as his own. As far as I know, he may still be behind its wheel. And watching Mark Sterner climb in and out of the Ferrari 512 at Goodman made me realize that I should never ever complain about the difficulty of getting in my Elise.

Final thanks go to Shinoo at Sector 111 who left all the Federal Elise owners in attendance a set of special locking washers for the rear toe links. Nice!



## Portland ABFM Lotus Results

### LO28 - Type III

1st is a 1965 Lotus Seven R, owned by BRIAN BECKMAN of Gladstone, OR

2nd is a 1983 Westfield Eleven Roadster, owned by DON CHRISTOPHER of Portland, OR

3rd is a 1960 Lotus Elite (Type 14) Coupe, owned by GREG STONEKING of Salem, OR

### LO29 - Elan, Plus 2

1st is a 1966 Lotus Elan BRM Convertible, owned by Peter E. Griffin of Roseburg, OR

2nd is a 1969 Lotus Elan S4 SE, owned by George Radulesk of West Linn, OR

3rd is a 1969 Lotus Elan S4 SE FHC, owned by Michael & Lynn Attwood of Portland, OR

### LO30 - Elite, Eclat, Esprit, Cortina

1st is a 1960 Lotus Elite Coupe, owned by Alan McWain of Olympia, WA

2nd is a 1976 Lotus Elite Coupe, owned by Kevin Moroney of Burnaby, BC

3rd is a 1998 Lotus Esprit V8, owned by Andrew Gilchrist of Roseburg, OR

### LO31 - Europa

1st is a 1974 Lotus Europa JPS Coupe, owned by Don Emerson of Salem, OR

2nd is a 1970 Lotus Europa S2 Coupe, owned by Bob Wilson of Victoria, BC

3rd is a 1974 Lotus Europa 2 Door, owned by Dan Roesler of Lake Oswego, OR

## Portland ABFM Photos by Jeff Cochran

