

LOTUS lines

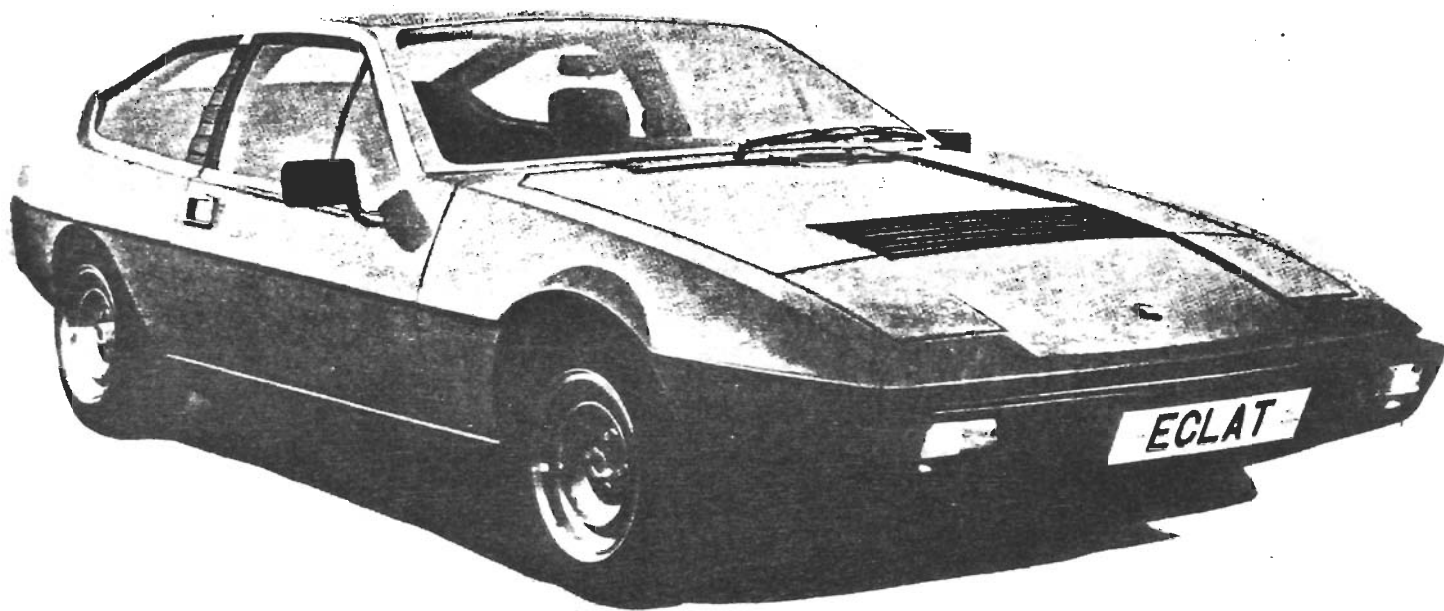
EVERGREEN LOTUS CAR CLUB

January/February 1986

Terry Elmore, chairman
3010 132nd Ave. SE
Snohomish, WA 98290

Dave Larson, Editor
Rt. 4, Box 423
Vashon, WA 98070

IT'S MADE THE WAY THEY DON'T MAKE THEM ANYMORE.



Mass production isn't a term that applies to the Lotus Eclat; it's hand-made.

A craftsman-built, 2+2, British coupé with all the tradition plus Lotus technology.

Individually constructed along crisp, clean, aerodynamic lines in glass fibre on a rigid steel backbone chassis for real strength and total performance.

A wide torque range ensuring smooth

acceleration to a top speed of 132 m.p.h. is standard performance from the Lotus 907, 16 valve, twin-cam engine.

Discover for yourself the luxurious Eclat interior — the ultimate in space, comfort and styling.

You may have thought they don't make them the way they used to, but everything about the Eclat will prove you wrong.

éclat

 **Lotus**
HAND BUILT CARS

Lotus Esprit tops out

Lotus has added several well deserved improvements to the '86 Turbo Esprit, not the least of which is a large, removeable roof panel as big as all outdoors.

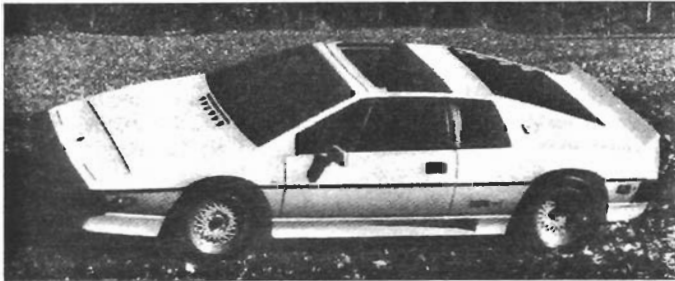
Besides the Esprit's new nomex composite honeycomb roof panel, US-spec models also get 10 more horsepower than last year (five more ponies than even England gets), as well as improved tractability and better all around fuel mileage.

The '86 model's mpg figure (18 city/26 highway) is so much improved that the car now beats the Fed's gas guzzler tax by at least one mpg; though the cost of that improved mileage (and performance) has pushed the car's base price up a good \$5000 over last year's to \$59,952. Most of the added cost comes from modi-

fications to the powerplant.

While the 2.2liter engine received many tweaks, much of the performance credit goes to the Bosch Multi-port K-Jetronic fuel injection, along with a higher boost pressure (9.5psi vs 8.5psi) and improved engine cooling thanks to a switch in cylinder liners from iron to Nikasil-coated aluminum alloy sleeves, which were initially developed for use in Formula One racing.

The Esprit now boasts 215bhp at 6250rpm, plus a flatter torque curve which Lotus says gives the '86 models better low end response. Unofficially, the new car's 0 to 60mph time has been shaved by a good three-tenths of a second to about .5.9sec and a top speed of 150mph—up 2mph from last year.



Chrysler's Lotus connection

CHRYSLER PRESIDENT Hal Sperlich, once a contemporary of Petersen's in Ford's planning department, says the flow of engineering activities these days between Highland Park and Lotus headquarters in Hethel include work on 16-valve cylinder heads, 4-wheel drive, active suspensions and composite materials. Sperlich says few if any of the Lotus pieces will find their way into the 1987½ Chrysler/Maserati, but could appear shortly after that on some of Chrysler's domestic performance cars.

Sperlich says Chrysler approached Lotus because "their technology was more advanced than Porsche's." Other Chrysler techies claim the British firm was also significantly less expensive than Weissach's.

Among the Lotus-Chrysler projects are production development of a 16-valve head for Chrysler's sturdy 2.2-liter four and its derivatives, as well as a full-time 4-wheel-drive system for models like the Lancer and Daytona. Both the 16-valve and 4wd projects, readers may recall, originated in the California shop of Chrysler performance guru Carroll Shelby.

ROAD & TRACK

AutoWeek January 20, 1986

918-270-2302 Evcs. Or.

32,000km, excellent condition, TX

Realizing in pre-owned bring out XKE's, '62, & '70 all models. find cars & parts. '4. SC

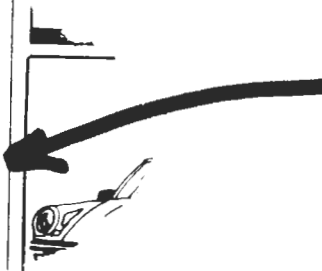
Fresh engine and 1-388-0487

Catchetti

PORSCHE SPEEDSTER Replica 1983 — red with black int, professionally built, classic motors. Twin carb. AM/FM cass. Tonneau, 11,000 miles. \$9,500. R. Westbrook, 205-324-3008 evcs or 205-991-0373 days. FL

1974 CATERHAM LOTUS 7 twin-cam. 1 owner, 12,000 pampered miles, exc orig cond. Owner must sell due to back injury while skiing! Nicest orig 7 in U.S. \$14,800. California Sports Cars 619-293-4070 (Ron)

1972 TVR 2500 GT. Ferrari fly yellow laquer, black interior, Koni's, headers, mags, Pirelli's, Webers, etc. \$12,000 invested sacrifice \$5,800. Calif...



STEVE SHIPLEY —
FOREWARNED IS FORE ARMED!

NEWSFLASH

GM seeks racy image with buyout of Lotus

■ DETROIT

General Motors Corp., seeking to improve its image and know-how, said this week it had acquired 59.7 percent interest in British automaker Lotus, one of the most revered names in automotive racing and engineering, for about \$20 million.

GM also said it will form an organization next month based in Zurich, Switzerland, to support and coordinate its expanding European car business. The new company, to be called General Motors Europe — Passenger Cars, will be opened in response to the growing competition in the European market.

Guess we all own Chevies now. This little bit of information showed up in the January 25th edition of the Seattle Times and made much of this newsletter, already written and copied, obsolete. Come to the next meeting and speculate with us on possible changes to come.

- Will the Lotus badge continue to be found on high performance cars?
- What will happen to the engineering consulting Lotus was doing for automotive manufacturers worldwide? Will other companies trust one owned by GM?
- Is GM just after engineering patents and expertise (ie - active suspension) to which it wants exclusive rights?
- Will GM produce the Etna and market it relative to the Corvette as the Testa Rossa is to the GTB? Or will they just slap a Corvette name on it?
- What will happen to the X-100?
- How will this merger affect parts supplies for older Lotuses?
- If the Lotus name fades into the sunset will Caterham come out with an Elan replica to sell alongside the Seven, Westfield add a Lotus 23 to accompany their Eleven, and Donkervoort release an updated Europa with power from the new Ford Sierra RS Cosworth so that we can all drive happily in new old Lotuses?
- Will GM also acquire Team Lotus and put a Buick badge on a Formula One team in addition to Indy cars?

Now on to our regularly scheduled newsletter.

First things first -- the next Evergreen Lotus enthusiasts meeting will take place on Saturday, February 15th (the day after Valentine's Day), at 12:00 noon as usual, and is to be held at Steve Shipley's West Seattle home (instructions and map to follow). Steve is the owner of the recently completed Westfield Seven kit that some of us had the pleasure of scrutinizing a couple months ago on its maiden run. A possibility exists to have the unique opportunity at this meeting to compare my 1966 Lotus Seven

with Steve's Westfield Seven and a Dutch Donkervoort Seven (maybe two). Steve and I have each recently come in touch with individuals presently building Donkervoort Seven kits -- Tom McGrath of Bellevue and Ed Harrison and Mary Ann Whalen of Seattle. When I spoke with Tom he mentioned there exists a chance his kit will be on the road by February 15th in which case he'd do his best to drive it to West Seattle. Ed and Mary Ann, who have recently moved here from Massachusetts, started construction back east with the help of DSK Cars and also have hopes their car will be roadworthy by mid-February.

Lotus enthusiasts currently have the option of constructing a replica Lotus instead of going through a potentially costly acquisition and time-consuming restoration of an older car. There are a number of Seven kits and an Eleven also on the market. I am including in this newsletter a reprint of Road & Track's road test of the Westfield Eleven (June '83 edition). Some of you may also have read in the June '84 issue of the same magazine an account of Peter Egan's trip from Southern California to Elkhart Lake, Wisconsin in a similar car. A close-up look at the Westfield Eleven was available to us at last summer's All-British Field Meet at Portland. Don't miss your chance this time to talk to some people who have had first-hand experience with the alternative of building evolutions of one of Colin Chapman's now time-tested designs.

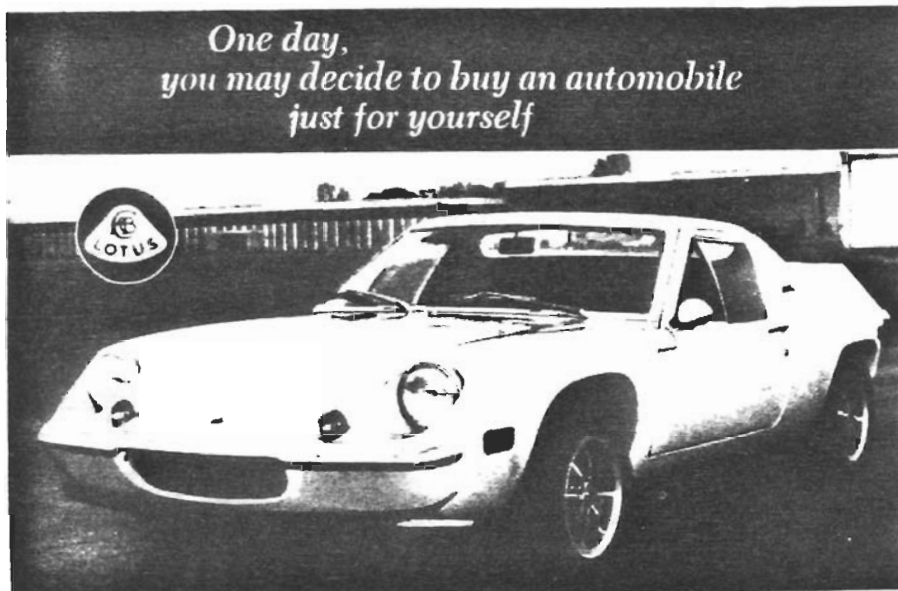
The March meeting will be held on the 15th of that month, 12:00 noon of course, at Raj Savara's house in Puyallup. As Raj is the proud benefactor of an Esprit, let's put the spotlight on that model in March and encourage all you Esprit owners to show up. It's more fun for you when there are similar models present to look over and sympathetic ears to really understand your passion for that particular automobile. A reminder with map and instructions will follow at a later date.

Recent publications of interest to the Lotus enthusiast:

- 'Thoroughbred & Classic Cars', Dec '85 -- A British magazine's comprehensive 12-page feature of the Elan. The best Elan article I've read.
- 'Classic Sports Cars' -- Published by Road & Track, this is a one-off magazine with articles featuring various sports cars from the '40's - '60's. It includes a story on the early Elites with some nice color photos.
- Autoweek's last issue before switching to its new magazine format included the Lotus Seven as its "Escape Road" feature.
- Autoweek, Jan. 20, in a feature of a recent Corvette showcar, has let it be known that Lotus consultant engineering is behind the design of both their future computerized active suspension and 4-valve (per cylinder) heads for the 350 V-8 planned for Corvette in '88 or '89. Drop that little bit of trivia on your All-American Corvette-loving buddies!

Almost forgot -- The trip to the slot car track in West Seattle after the meeting this month is still planned. Rather than pay in advance for a full two-hour reservation of the track, Terry Elmore and I have decided to just have those interested to just drop in and give a try this first time. So if you (or your kid) have got an old slot car gathering dust in the closet, bring it along with you to the February meeting.

Here we go with the first issue of the new year, including a roster which reflects all our paid members as of January 20th; with 30 paid members we're off to a good start, and I think we can easily add 20 or 30 more in the course of 1986. The enthusiasm level is high among our members who regularly attend the meetings, to participate in an increasing number of events this year, and I hope we can get more of our less-active members to attend a meeting or two as well. We've got meeting sites lined up for the next three months, which is a first, and we'll continue to do what we can to let everyone know as far in advance as possible, on meeting times and places and on all the other events in the course of the year- the more advance notice we can give, the easier it is for you to make your own plans to attend, and we hope we'll see you at some or all of them. It looks like the big Lotus Event for this year will be the Pacific Rim Meet and EXPO display in Vancouver BC in July- see the article on this elsewhere in this issue. This is not to say that we will have another year of attending events put on by other groups- I think it's time we start putting on a few things ourselves, and inviting the LCCBC and other car groups to come join us.. Rather than get too long-winded as I tend to do in these columns, I'll quit here and let Dave take over. I've got a few other submissions in this issue, and I'm sure Dave has some goodies for you, so enjoy. If you've got anything you'd like to write about, or questions, or parts to sell, or whatever, pass them along to Dave or to me for a future issue.



***LOTUS Europa Twin-Cam: Out of Group 6 racing,
a mid-engine road machine.***

The Big Valve 130 1600cc twin overhead cam engine put our endurance car on the street. The engine just naturally *belonged* amidsthips. Those familiar with the Lotus credentials may not believe that handling could be made even more exciting, but there it is. Europa 0-60 in 7.4 sec;

.9g deceleration and virtually neutral steering under maximum lateral side load (about .8g)—unmatched even by Porsche: make your demands within those parameters and find them met, in wet or dry, as no other road car can.

Lotus East, Millerton, N.Y. 12546.

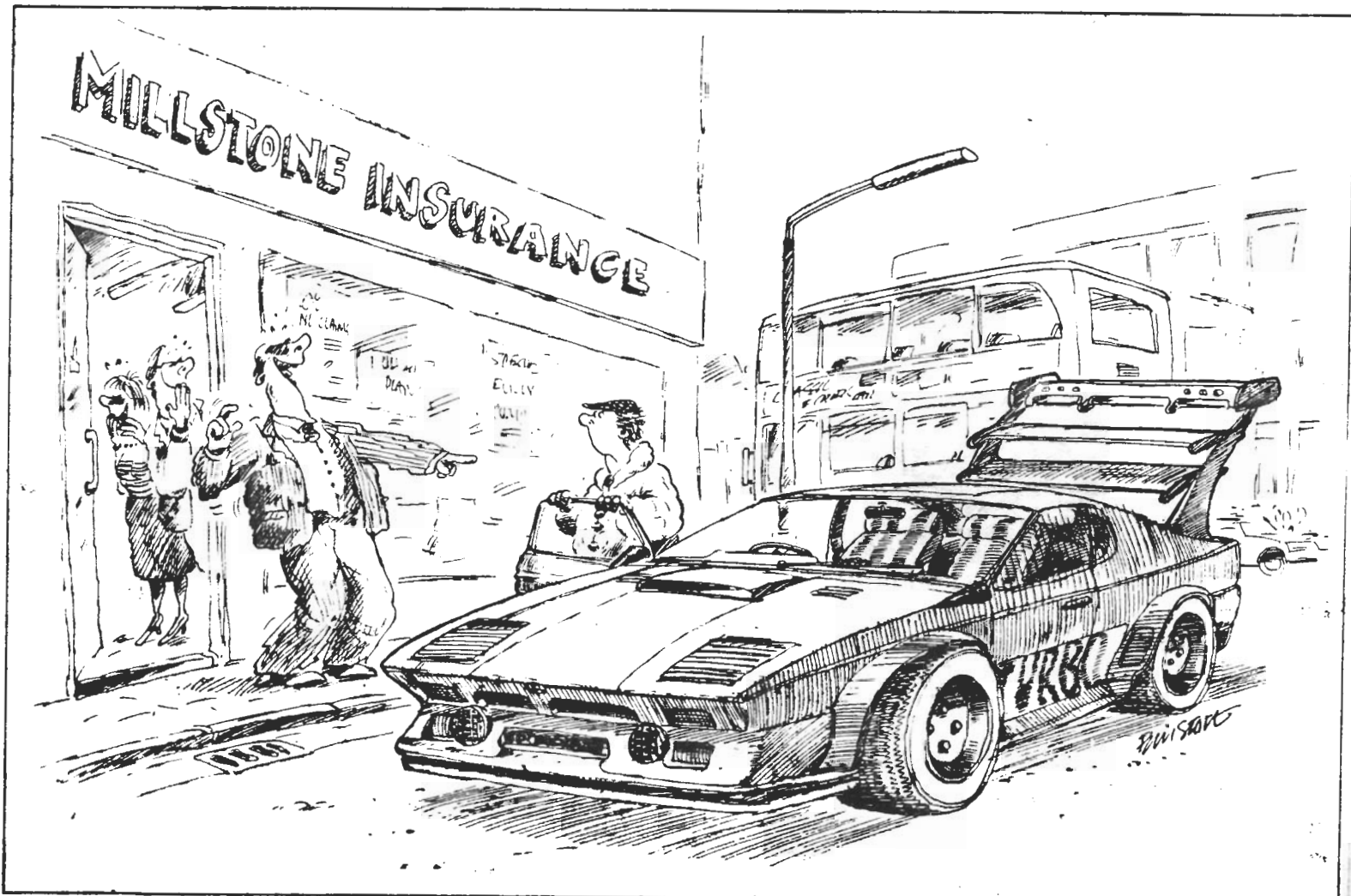
LOTUS. Performance built from four World Championships.

I thought it was time that a woman's point of view (at least this woman) be put in the newsletter.

I like to read all of Terry's newsletters (this, of course, is AFTER he has absorbed them cover to cover) and hope that the other women in the group read them also. Sometime you should read the story behind Lotus and about THE MAN himself, Colin Chapman. Besides my loving these cars (especially the early Elites) I found Colin Chapman extremely fascinating. You either loved him or hated him. To say that his wife, Hazel, was supportive of her husband was an understatement. She loaned him the money to begin the foundation of Lotus, when they were boyfriend and girlfriend. I found it amusing that Hazel's mother didn't like Colin much and told Hazel that "he wouldn't amount to much". I mean, how can you NOT love a man who, at board meetings (which were dinners a lot of the time) would peg dried rolls at the speakers?

So, I think that if there was ever a movie made about Colin Chapman and his beloved Lotus company, there would certainly be a great love story behind it. So, next time the man in your life...a) has been down in the garage for two and a half days and the only time you've seen him is on trips to the kitchen for yet another roll of paper towels and a can of "Goop" b) has his nose stuck in a Lotus book, with a stack of newsletters by his side and he promised to have the house last July, or c) he comes up the driveway with yet another basket-case Lotus (but still dignified--- just tell yourself that you are carrying on the Hazel Chapman tradition- standing by your man (but make sure that you get a Lotus out of the deal!)

Lezlee Elmore



The LCCBC will be putting on their third Pacific Rim Meet this year in July, and it's shaping up to be a major Meet. Thursday, July 10th will kick off the Meet as LOTUS DAY at EXPO 86, the World Exposition being held in Vancouver BC from May to October of this year. There will be a Lotus static display at the EXPO site all day, from 9:00am to 10:00pm, and an area available where a slalom will be set up to display this sport, so particularly suited to Lotuses, to the public attending the EXPO. Free admission to EXPO that day will be provided for those entering their Lotus in the display. On Friday the 11th, there will be track time at Westwood from 3:00 to 9:00- the Sixth Annual Vintage Weekend will then be held at Westwood on Saturday and Sunday, and as part of the Pacific Rim Meet there will be a Lotus display and parade laps during the vintage racing program. In addition there will be a concours, and a banquet, and at latest word, there is a strong possibility that Graham Arnold, the head of the 5000-member Club Lotus in England will be coming over to attend the Meet.

The LCCBC is doing everything they can to keep costs down, to make it easily affordable so as many Lotus owners as possible will be able to attend- while costs haven't been finalized yet, the current figure is \$30.00 Cdn, which includes the banquet, and they are also offering to help in arranging accommodations for those coming up for all or most of the Meet, which will be a great help as during the EXPO run, hotel rooms will be in short supply.

I hope you'll give some thought to attending at least part of this event- I would really like to see some of our groups' cars involved in the Thursday display at EXPO, to help the BC group provide a good display for the public, and this is a good way to get into EXPO for free.

We'll have more info for you as it becomes available- I have a number of EXPO flyers should anyone want to learn more about the EXPO itself, and as soon as the actual Meet registration forms and final costs are available we'll pass that info along to you.

ALL-BRITISH FIELD MEETS

This year the All-British Field Meet in Portland will be honoring Jaguar, which is certainly appropriate for the 10th Annual Meet since the Jaguar Club of Oregon hosts the event. I'm sure we'll be receiving a packet of entry forms again this year, so if you're thinking of going down again this year we'll let you know when we have the forms in hand. August 29,30,31 this year.

I've just learned that some people in Vancouver are trying to organize a Meet up there, for either the first or second weekend in May- this would initially be a one-day event, to be held in a Vancouver park. More details as they are available.

And, as those of you at our party here know, there has been some discussion in our group, about trying to get an All-British Meet going here. It should certainly start out as a low-key one-day event, and held somewhere that would cost little or nothing. The biggest problem is finding a suitable site, and I'm going to try to get in touch with some of the other British car clubs (MG, Triumph, SAMOA, etc) to see what they think of the idea and garner some site suggestions. What I've suggested before, and is something that might get the ball rolling, is that we go as a group and "crash" some other clubs' events (in a friendly way of course, and then invite them to our next event) and establish some contact with them. As an example, the Triumph Club has an annual meet at the St. Michelle Winery in Woodinville- does anyone know when this is this year?

The Biggest Threat to Lotus since the Death of Chapman

YOUR editor was recently commissioned by clients to prepare an analysis from all the available information concerning the sales potential of the Lotus X-100 Elan project. The final conclusion to this very lengthy report was: "The X-100 Elan constitutes the biggest threat to Lotus since Chapman's death". Readers will probably ask how such a conclusion could be reached so here are the main factors that led to that statement.

1. The old market for open topped sports cars has been reduced by the impact of the "GTI" sector" i.e. VW, Peugeot, Opel, Ford etc. and many of these have convertible versions available. The BMW-3 series cabriolet is a potent contender in this sector.

2. The Toyota MR-2 is a very competitive car and will be available in Targa form before the X-100 has been launched. This is something that Lotus didn't even know.

3. The millions of pounds required to fund the X-100 cannot be recouped within a reasonable period unless the car can be sold for £12,000 and at that price it won't sell in adequate quantities. If sales do not achieve target FOR AT LEAST FIVE YEARS Lotus will have a massive new facility and a very large new labour force all draining the life blood from the company. Lotus cannot fund the project out of retained profits so they must go to the shareholders or the market.

4. The diversion of attention to the X-100 means that the Excel and Esprit models will be starved of radical redevelopment (not facelifts). These are the very cars that have carried the company into profit along with consultancy in recent years. Both these cars are "old" by market standards the Excel being launched along with the Esprit in 1976.

5. The proposed 2+2 format has never been a sales success in the open-top market.

6. The car has lost credibility due to continued delays in the proposed launch date.

7. The main target market — the US, is already turning away from "rag tops" as this is a market with a definite cycle to it. Despite this fact the Panther Kallista, the Toyota MR-2 Targa and other convertibles will soon be heavily promoted in North America, by overseas constructors' importing agents. By the time the X-100 arrives on the scene the market could well be far from healthy.

8. The dollar exchange rate shows every sign of hardening against British imports as the US Balance of Payments situation is taken in hand.

9. The original concept of a 2-seater, open topped sports car in the Elan tradition would have been a success selling over the top of the Reliant 2-seater but with Lotus handling and a better power train and performance. (Toyota).

10. To achieve AND SUSTAIN volume sales the new car has to be ultra-reliable from the very start with a massive product support programme to iron out defects in a hurry to retain dealer and owner confidence. Lotus have never been able to achieve such a desirable situation.

Dealers

THE Lotus dealer network in the UK and US has been remodelled to embrace the sort of firm that understands the market position of the Excel and the Esprit and can handle the related part exchange cars. When the new X100 arrives it will be something very different to the products already on the showroom floor.

Hi-Tec no real advantage

WITH more and more bread-and-butter marques offering turbocharged 4-wheel drive cars at highly competitive prices the new Lotus will not only have to offer

the traditionally unbeatable Lotus handling but also "something else" i.e. Active Suspension. Even Datsun now offer an active system giving partial steering of the rear wheels so to be competitive and give the X100 a perceived and therefore acceptable value of around £11-12,000 it must be very advanced and reliable with it.

Lotus cars today have first generation turbocharging i.e. no inter cooling, carburetors, not fuel injection and no ABS braking or 4 wheel drive. They are not even competitive in the Hi-Tec regions of car design and need to catch up urgently and take the traditional Lotus leap ahead with their current range of cars and the X-100. The X-100 will not command SUSTAINED volume if its technical specification is "state of the art" as opposed to "highly innovative and reliable".

FINALLY

WE know of NO market research that has been carried out, or Consumer Clinics outside the Lotus partners i.e. Toyota, that provide any degree of confidence in the whole concept and projected sustained volume for this car.

Reliant are not reticent in admitting that their fine 2 seater SSI sports car has not achieved the anticipated volumes in the UK market and that the arrival of open topped versions of well known and respected performance saloons has taken the edge off the market. At the end of the day Lotus might regret this new model and wish they had done a joint venture along the lines of the Lotus-Cortina or Lotus-Sunbeam to produce a drophead 2.2 litre, 4x4 cabriolet based on a small production saloon from a major international car manufacturer in the top five i.e. Ford, GM, Fiat, Datsun or Toyota. That is the market for the next 5-10 years.

SUMMARY. The Lotus shareholders, big and small will soon be asked to put up the bulk of the extra cash for X-100. At present they hold shares in a company that is in a strong recovery situation. With the new X-100 their investment becomes at best "highly speculative". G.A.

The above article, reprinted from the 1985/4 issue of LOTUS NEWS was written by Grahm Arnold, head of Club Lotus and one-time Sales Director for Lotus, when the Elan was being produced. He raises some serious questions about the long-awaited X-100 "New Elan" and the effect it will have on the future of a resurgent Lotus Cars Ltd., which has just come back from the brink of bankruptcy to a strong economic position. Will the X-100 bury Lotus?

The X-100 has been redesigned at least three times to my knowledge (receiving a model change at one point, as the project started as the X-90), and the combination of these many changes and the need to raise the capital to produce the car, at a time when the company was literally within weeks of going under, have dragged out the start-up for many years. The car was supposed to have been available in this country over two years ago, at a cost of around \$12,000. Now the latest projection is for the Spring of 1987, and at a cost of 18-20,000+.... while no one now knows what the car will look like, I would certainly have given the car a serious look before, but now a \$20K+ 2+2 is a vastly different car to a \$12K New Elan, to the same concept as the original to with 25 years of development and improvement and a totally reliable Toyota drivetrain. Some reports have put the blame, at least in part, on Toyota- as members now of Lotus' Board of Directors, they have design approval on the X-100, and by delaying the car they negate its conflict with their own products to the point that when the car does finally see the light of day, its potential buyers are already driving their MR2s or Celicas. Lotus is going ahead with the project- they are already hiring, and plan to double their workforce to produce the X100, and I predict that the X100 will kill Lotus Cars Ltd.

CURRENT ROSTER of paid members of EVERGREEN LOTUS to 18 January 1986

additions/corrections to appear in next issue

Ron and Karen BABBS
13111 SE Maple Valley Hwy
Renton WA 98055
h 226-1053
w (R)344-5525 (K)237-2753
'67 Elan S3

Bill BOYER
c/o Cone Race Craft
PO Box 1200
Auburn WA 98071
h/w 631-1951
'59 Seven S1

Robert CHASE
620 N. 182nd St.
Seattle, WA 98133
h 546-5517
w 353-9123 or 743-9123
'69 Europa S2

Mike DORRIS
19722 Richmond Beach Dr. NW
Seattle, WA 98177
h 542-5745
w 545-0344
'69 Elan S4 DHC

Glenn W. DRUMHELLER
1515 Pacific Ave.
Everett WA 98201
h
w 259-1515
Elan

Terry & Lezlee ELMORE
3010 132nd Ave. SE
Snohomish WA 98290
h 334-5768
w (T)347-8885 (L)259-9414
'64 Elan S2
'59, '59, '60 Elite S1
'61 Elite S2

Frank GRABNER
844 NW 58th St.
Seattle WA 98107
h 783-5726
w
'78 Esprit

John HUNHOLZ
19529 45th NE
Seattle WA 98155
h 364-8783
w 668-6519
Europa S2
Lotus Eleven

Jim KIRBACH
6537 128th NE PO Box 2325
Kirkland WA 98033
h 822-5645
Europa TC
'74 Europa TC Special

David and Alice LARSON
Route 4 Box 423
Vashon WA 98070
h 463-2816
'66 Super 7

Robert McDANIEL
4629 SW 146th
Seattle, WA 98168
h 243-6442
'67 Elan S3 FHC
Elan autocross car

Fred McDONALD
9364 NE 120th
Kirkland WA 98034
h 823-1965
w 342-5411
'67 Elan S3
'65 Elan S2
'65 Elan S2
'64 Elan 26R

Peter A. MILES
23029 49th Ave. SE
Bothell WA 98021
h 485-6810
w 481-7751
Europa TC

Bill MILLER
2219 SW 146th
Seattle WA 98166
h 246-4896
w 931-2331
'62 Seven

Doug MILOTA
1649 Quaker St.
Eureka CA 95501
h (707) 445-1372
w (707) 443-7461
'64 Elan S1

Maury MONTAG
16723 87th Ave. SE
Snohomish WA 98290
h 668-4146
w
'79 Esprit S2 JPS Comm.

James ORCILL
19310 Grannis Road
Bothell WA 98011
h 481-5863
w 527-9393 or 524-7376
Europa S2

Jeff PALMER
3602 Bagley Ave. N
Seattle WA 98103
h 632-9860
w 543-3400
'71 Elan FHC

Bruce PATRICK
4730 West 2nd Ave.
Vancouver BC V6T 1B9 CANADA
h (604) 224-6354
'63 Elan S1

Mike and Donna PRICE
2433 Sleater-Kinney Road NE
Olympia WA 98506
h 456-1253
'65/'66 Super 7

Rob ROBERTS
20- 300th NW
Stanwood WA 98292
h/ w 629-2730
'67 Elan S3 DHC

Raj SAVARA
6419 E 144th
Puyallup WA 98373
h 537-4920
w 591-3381
'78 Esprit

Steve SHIPLEY
7303 44th Ave. SW
Seattle, WA 98136
h 935-5215
w 625-5797
Westfield 7

Andy SHIPP
3928 Othello St. SW
Seattle WA 98136
h 932-5191
Elan S2
Elan S4

Robert SPAFFORD
737 Quincy
Port Angeles WA 98368
h/w 385-3154
'60 Lotus 18
'60 Lotus 20B
'64 Lotus 31 F3
'69 Lotus 51 FF

Kim SPENCER
4555 Fortune Ave.
Richmond, BC V7E 5J7 CANADA
(604) 272-0693
'68 Europa S2

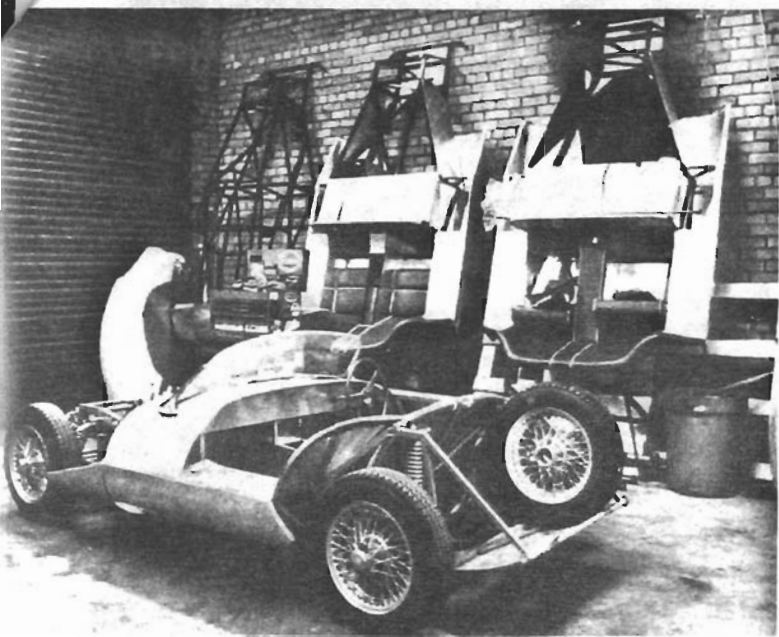
Jack STAPLES
608 S. 69th Ave.
Yakima, WA 98908
(509) 965-0133
Elan

H. Paul STINE
4 View Point Dr. NW
Gig Harbor, WA 98335
h 265-3743
'74 Europa TC

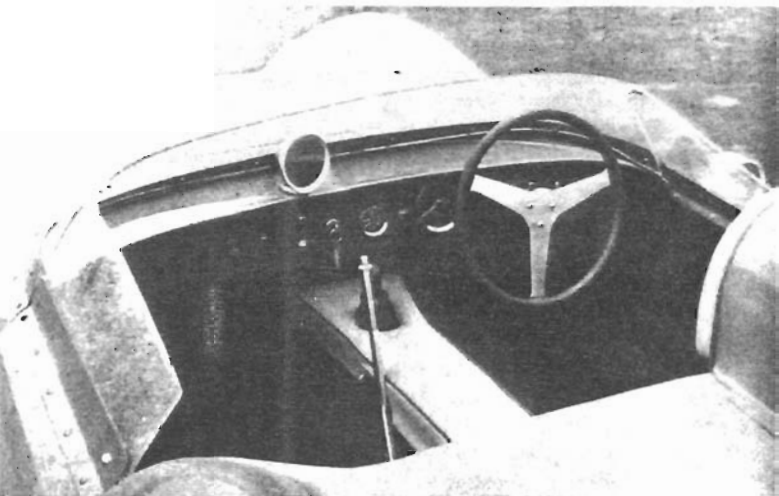
Steve WALLACE
641 SW 138th
Seattle, WA 98166
h 244-2177
w 583-8700
'65 Elan S1

Erik WYSS
19533 25th Ave. NE #202
Seattle, WA 98155
h 364-7615
w 546-7302
'74 Europa TC JPS

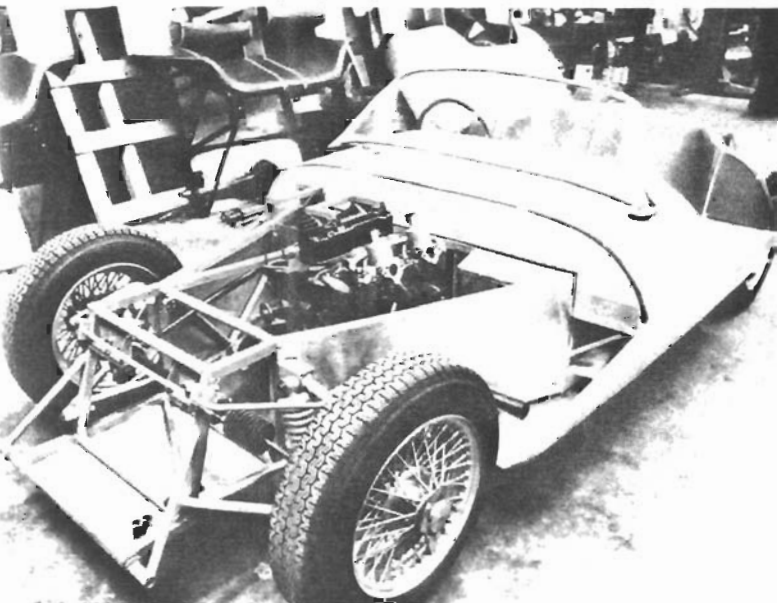
So, we now have 30 paid members- about what we had most of last year. We have a few more regular members yet to pay their dues, and I have a few more prospective members I'll be contacting in the near future, so we look pretty good to start the new year. If you meet or know of any other Lotus owners, please tryto recruit them to join us. If anyone has paid their dues and I've omitted yourname from this list, my apologies- let me know and we'll get you in the next issue. Also check your own listing above for any corrections.



Remember when sports car interiors offered a minimum of fuss and a maximum of fun?



Front suspension is an adjustable independent design. Recommended drivetrain is a 1275-cc Sprite 4-cylinder and 4-speed gearbox.



WESTFIELD SPORTS CAR

*A Lotus 11 look-alike
springs into action*

BY DOUG NYE

PHOTOS BY GEOFFREY GODDARD

SAMPLING WHAT MIGHT be described as enthusiasts' kit cars can be a dubious pleasure. You have a duty to your readers to tell the truth and it sometimes comes hard to break the bad news to the optimistic constructor. He might be a pleasant enough chap, but if you've just frightened yourself half to death, been soaked, frozen, perhaps sprayed with hot oil or water and sustained extensive bruising plus lost tooth fillings, you might not be at all charitable about the project to which he has devoted himself and his life savings.

So, you wait, one day, some day, for a good kit car to pop up. Occasionally it happens, and it's always a pleasure to report the good news. When I was first asked to try the Lotus 11-based Westfield sports car, the question was simply, "Is it any good?" Now, despite another of those cold, mist-shrouded, rain-dampened English winter days, it's nice to say, unequivocally, "Yes, it is good, very good indeed." In fact, it's rather special.

The car is produced by Chris Smith's Westfield Sports Cars company in a tiny industrial unit at Dudley in the heart of England's industrial Midlands. Chris has for many years been a very active dealer in racing cars. He raced MGs, a Lotus 6 and more recently a Lotus 17 sports car in historic events and built quite a reputation as a capable preparer of such machines. In March 1982 he was driving an old American business associate, Mark Hancock, from Roanoke, Virginia, up to Manchester in a Cooper S that Mark had just purchased from him. They were on the way to view an MG TC and were discussing a rusting original Lotus 11 frame lying in the garden of Chris's home, Westfield House. Hancock wondered if it would be possible to build up the frame into a usable road car. Chris felt it was beyond salvation and the best course would be to make a new frame from scratch. If he was to do that at all, it might be worth modifying the original design to make it more practical for modern tastes and road conditions; in short, to build a near look-alike replica. The idea for the Westfield sports car was born.

The project progressed incredibly quickly. By June a prototype had been completed and was being sorted out by its creator. There was an immediate flood of interest in the UK and abroad. In August, Willard Howe of Rev-Pro Engineering, Inc in Sarasota, Florida, confirmed his enthusiasm with a cash order and soon became U.S. agent for the cars, now named after Chris Smith's house. "If you've ever struggled to find a name for a car, you'll understand why! There's a Westfield Bend at Brands Hatch and it seemed to have the right connotations and the right period sound. The setting-sun badge we designed for the car was obviously the next step—the sun sets in the west after all."

Now
works
proved
he mig
been fa
tomers
export
The
suprem
all-new
We've
What
goes as
well d
the ori
The
signed
Lotus
round-
or eve
regula
more
ity Fri
low st
sectio
sectio
enable
panel
enclo
work
Fro
Series
tubul

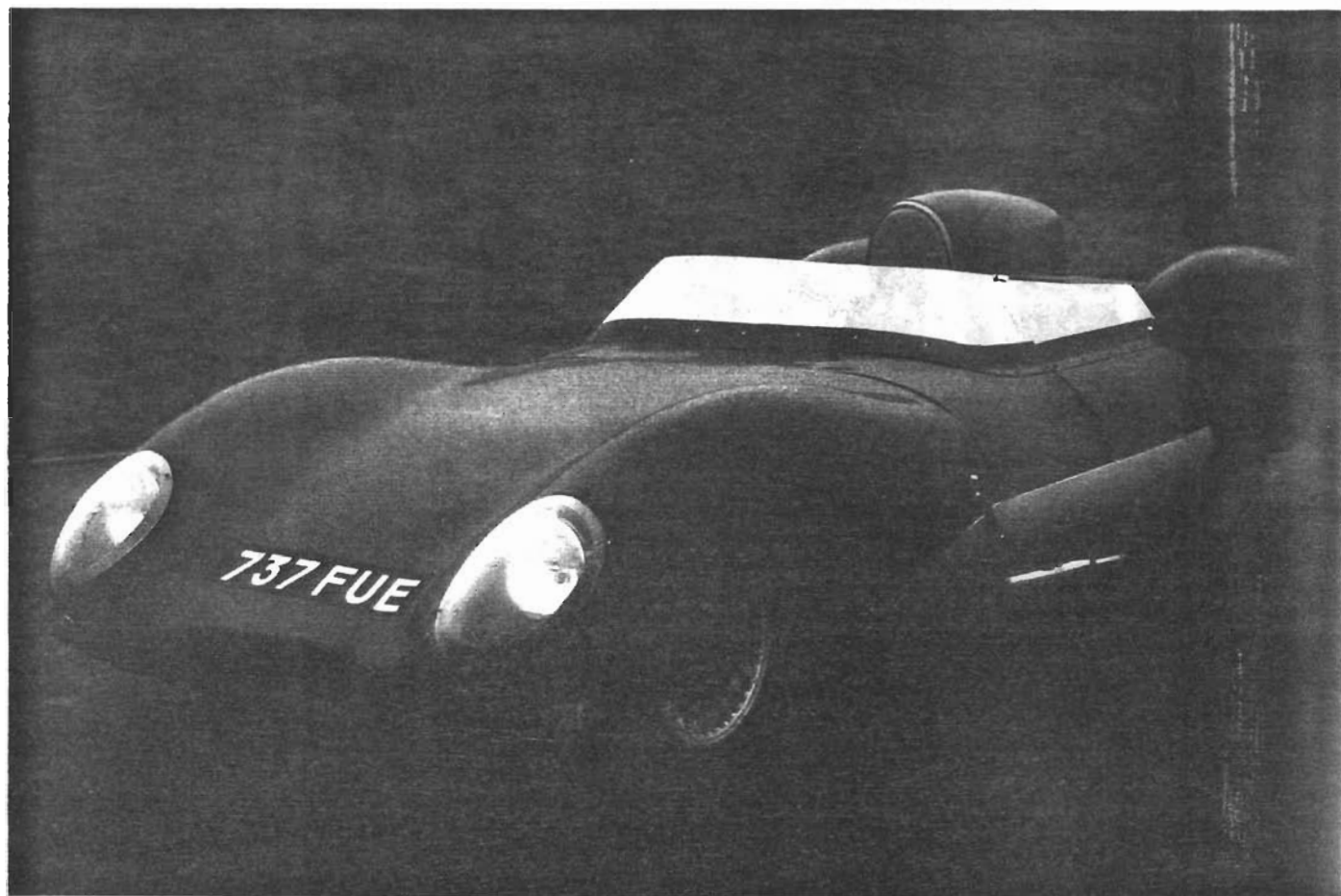
D

kit cars
readers
break the
pleasant
to death.
ater and
u might
as devot-

pop up.
report the
D1-based
good?"
in-damp-
ly. "Yes.

orts Cars
of En-
s been a
us 6 and
and built
hines. In
associate.
ester in a
were on
ing omi-
ne. West-
to build
s beyond
ew frame
th mod-
modern
ook-alike

proto-
its cre-
UK and
ering. Inc
ash order
fter Chris
for a car.
t Brands
l the right
e car was
ll."



Now just a year after the project's inception, the tiny Dudley works with its staff of seven is inundated with orders and has proved well capable of meeting them. Chris' original guess that he might sell two dozen cars over a period of years has already been far-outdistanced. While six or so have gone to British customers more than three times that number have been sold for export and many more are following.

The Westfield is not in truth a replica of Colin Chapman's supremely successful 1956-1957 sports-racing car. It really is an all-new sports car carrying look-alike fiberglass bodywork. We've heard that all before and it probably sounds rather tacky. What makes the Westfield different is its sound engineering: It goes as well as it looks and it has civilized good manners and a well developed comfortable character that, on the open road, the original highly strung Lotus could never match.

The key to the Westfield's comfortingly solid feel is the redesigned multi-tubular spaceframe chassis. While the lightweight Lotus original was sufficient for racing success, its 20-gauge round-tube construction was somewhat marginal for everyday or even fun-car motoring on the open road unless the owner had regular access to a welding set. The Westfield frame is much more robust, being welded-up in 16-gauge tube, the vast majority 1-in. and 3/4-in. square section mild steel with just five small low stressed numbers in 3/4-in. round stock. The use of square-section tube aids attachment of body-paneling and stressed-skin sections, and the fully framed transmission tunnel adds considerable extra strength in beam and torsion. This bare frame is paneled in 16- and 18-gauge aluminum sheet. The undertray encloses all mechanical parts from the edge of the rear bodywork to the engine compartment.

Front suspension is fully independent (mirroring the Lotus 11 Series II rather than the split-axle Series I layout) with double tubular wishbones and Spax coil-spring shock absorbers with

ride-height and stiffness adjustment. The front camber angle, set standard at 1/2 degree positive, is also adjustable.

At the rear Chris chose a live axle (like the Lotus 11 Club basic model) located by twin parallel radius rods on either side and a lateral Panhard rod. Spax coil shock absorber units are featured again.

Lockheed 8.2-in. front disc brakes are used, matched with 7.0-in. diameter rear drums. Steering is by rack and pinion with a double universal-joint steering column and a Westfield-reproduced 14-in. Lotus-type steering wheel trimmed as original in red leather over a 3-spoke aluminum spider.

The standard power unit is the 1275-cc BL 4-cylinder engine from the Sprite/Midget sports car series. It's matched to a 4-speed gearbox as in the Spridgets. This engine, using twin 1 3/4-in. SU carburetors, develops around 65 bhp. One original idea behind the project was to supply the chassis/body kit to the owner of a rotted-out Spridget, who could then recondition his existing engine, gearbox, back axle and brakes and transfer them to the new frame. It soon became apparent that the market was far wider than owners of rotted-out Spridgets, and complete kits or fully assembled Westfield cars are now being produced with as-new mechanical parts from the BL spares shelves plus a wide range of alternative power units and other mechanical parts.

The Dudley works has tailored its new square-tube spaceframe chassis to accommodate twincam Lotus-Ford, Mazda RX-7, Vauxhall Chevette and Fiat twincam engines. Such custom-built freedom is fine while numbers are small, but Chris Smith is wary of going too far down such a custom-build road: "We could find ourselves spending all our time developing specials instead of producing what we know works well."

Just how well I discovered in the mist and drizzle of the Black Country when I drove a red customer car with its appropriately pre-1963 registration 737 FUE. Its owner lives "just around the

WESTFIELD

corner" and his car is regularly used as a demonstrator alongside the green original works prototype VTL 715 with its rather hotter engine and open exhaust.

The fiberglass body panels hinge open clamshell-style front and rear, exposing fuel tank and engine bay to give excellent access. To improve it further they easily detach completely. The tiny doors each swing down as on the Lotus but normally you just don't bother, merely step over them into the wider-than-11 cockpit, stand on the floor cross-tube just ahead of the nicely trimmed seat cushion, straighten your legs and slither down beneath the red-rimmed wheel.

Now being broad in the beam, I tend to jam about 2-in. above the seat in a Lotus 11. In the Westfield I quite comfortably struck bottom. Leg room is a little restricted for a 6-footer, though Chris is 6 ft 2 in. and he fit into the slightly more roomy prototype car quite comfortably. It has a different pedal layout, which is now standard in production and although big feet can muddle throttle and brake together, one quickly becomes acclimated.

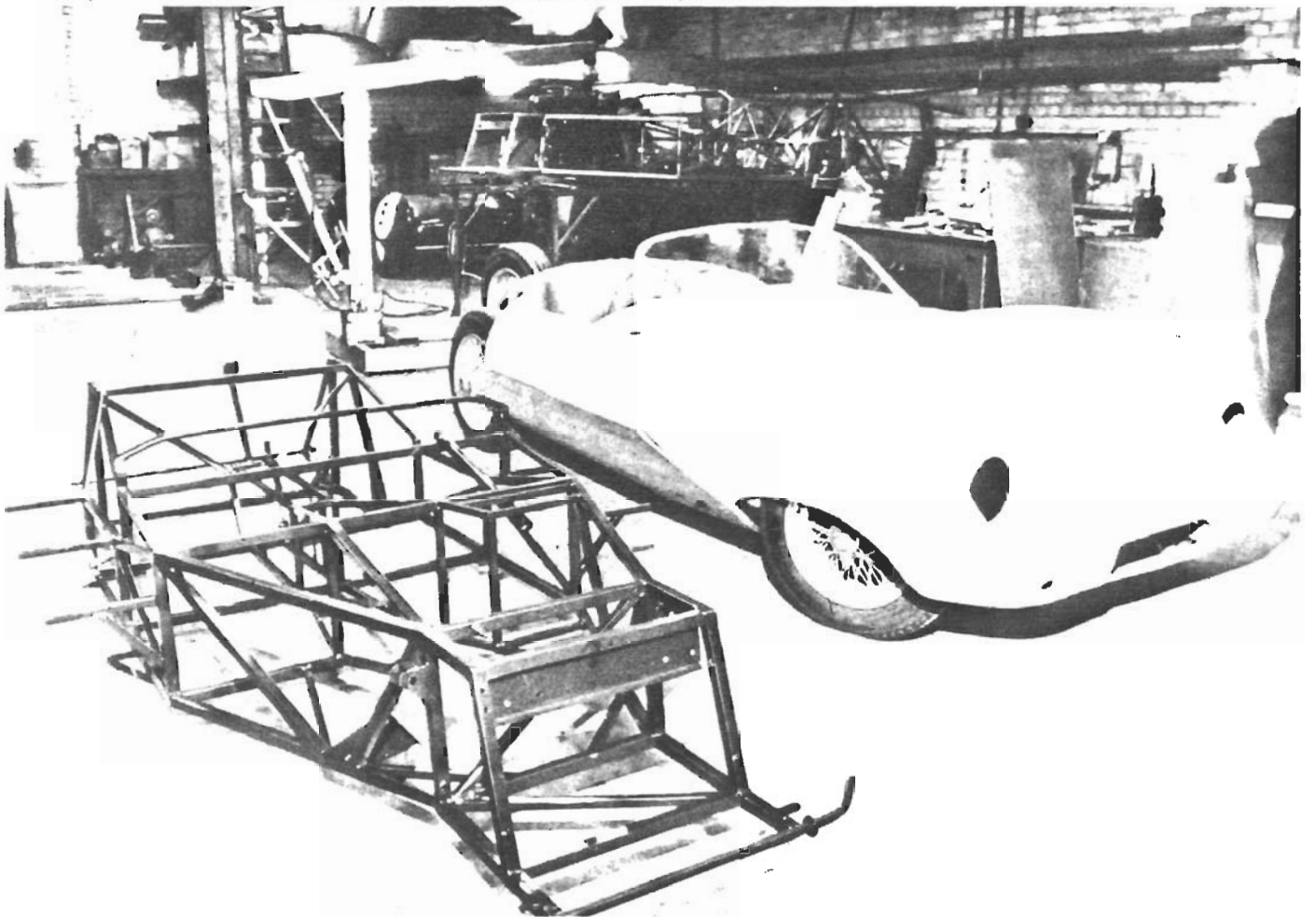
The privately owned Westfield started and ran with a civilized drone from its BSA motorevele silencer, sounding absolutely Spridget and unobtrusive. The gear change with its stubby central lever is quick, short and neat: clean gate and no confusion. The steering is Porsche-like in its directness and feel, not as nervous as the last genuine Lotus 11 I drove, and much improved because of that. The car rides on 4½-in. MGB wire

wheels and 145-14 steel-braced radial tires and this is one key to its impeccable road manners. Wider wheels and tires, in fact, would spoil the car. It's still very light in relative terms, weighing around 1100 lb, and those narrow footprint tires allow it to run arrow-straight, hands-off on poorish road surfaces without any tendency to "white-line" and wander.

Tests proved that use of very low, 18-psi, tire pressure with quite firm settings on the adjustable shock absorbers gave a very comfortable ride and this by itself is one of the car's most endearing features. This isn't the usual rock-hard bone-shaker, and because it's so light it still does not attempt to roll off its low-pressure tires—and in corners it's as much fun as an open-wheel Caterham Seven or a Lotus 7 original: You just set it up, take aim and wrist-steer the car through on the throttle. And being light, and such a slippery shape, it is very quick. On the wet and greasy road surfaces around Dudley it was easy to break traction with power on those narrow rear wheels but there was always ample warning to catch oversteering slides—intentionally provoked or otherwise—and indeed sustain them with that admirable steering and responsive throttle. In fact, the car is essentially a mild understeerer in the best Chapman fashion and it always felt stable and friendly, not a car that was about to turn around and bite you because of a moment's inattention. Of course, one penalty of light weight and quite powerful brakes in such conditions is lockup, but the application had to be hard and on pumping the pedal they unlocked and the tires gripped adequately to prevent a too-instructive view of the underside of the truck ahead. You do sit very low.

Essentially this is a fun car for fair-weather motoring, just like the illustrious Lotus it emulates. I was surprised how little rain entered the cockpit although it was running up the low plastic

Westfield space frame has thicker stock than original 11's; full-height windshield is patterned after 11 Club version.



WESTFIELD

windscreen in rivers and spraying back onto my face. When you're my size it's hard to hunch down out of the airstream, and then without wipers you cannot see through the screen. But the original Lotus 11 Club offered as optional a tall fixed glass screen, with a usable top to match, and similar equipment is being rushed through now for the Westfield range.

Despite the dampness, I loved every minute of my drives in both cars. There was no opportunity for performance timing but they cruise quietly and very comfortably—that is the surprise—at legal limits and will exceed 100 mph unflustered and without the body flapping and clattering as of old. The whole impression is of a solid well developed little car that won't spoil your day. And on a long run the standard engine returns more than 50 mpg; it's pulling minimal weight and has an aerodynamically efficient body shape.

The only criticisms I have of the cars I drove is of their early fiberglass body panels that fit rather poorly and whose finish is less than excellent, while being adequate on a specialist fun car.

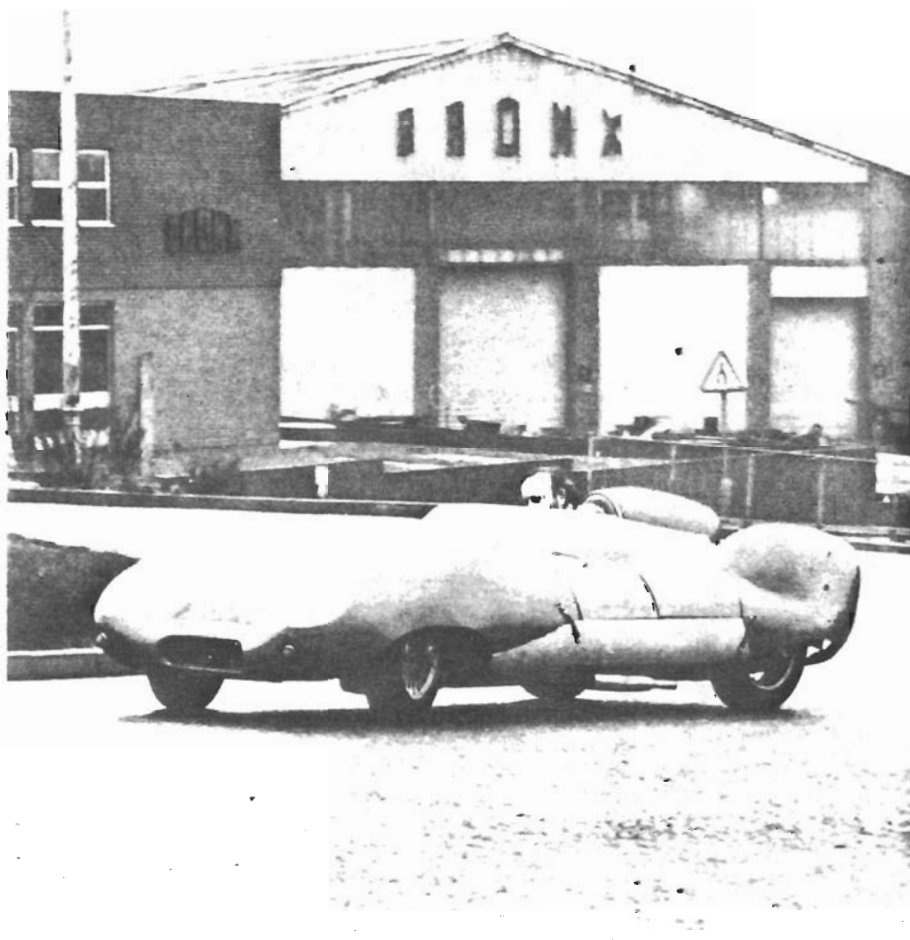
But now consider the price, because here in the UK the Westfield springs its greatest surprise when the majority of enthusiasts find they can afford it! The basic complete kit sells for only £1550 (\$2600), while fully assembled the price is only £4250 (\$7000). These price levels are simply a steal, you cannot buy a decent small sedan for that, yet here we have a genuine, usable, comfortable 100-mph sports car tailored for around town driving or long-distance motoring, whichever takes your fancy.

The basic kit includes everything in bare form. Electrophoretic powder-coat chassis painting can be included in the kit price for an extra £75, and the Dudley works will fit all chassis paneling for only another £100. If the customer wants the trim pack professionally fitted that's only another £95, and for £120 the optional aluminum sill panels—Chris insists they are called pontoons—replace the basic fiberglass sections. For around £2000 an Englishman can buy a 100-mph 2-seat sports car that could be easily completed in his home garage within days. And, for once I have no doubts that claim is true.

There is good news for you enthusiasts in America too. Willard Howe has received his initial order and says the kits start at around \$4000 and depending on the equipment and engine specification go up to approximately \$10,500 for the completed car constructed by Rev-Pro Engineering. For more information, contact Willard Howe, Rev-Pro Engineering, Inc. 6223 S. McIntosh Rd. Sarasota, Fla. 33583; 813 922-7371.

Amongst Westfield's options beyond the basics are deluxe trim with carpeting and side-panel cockpit trim, and an as-original Lotus 11 head-fairing, which is a far more attractive shape than the rather hideous early fairing on the red car I drove. There is also a close-ratio gearbox offered, plus a modified Spridget engine, which for around £600 is taken out to more than 1340 cc, fitted with a big-valve head and balancing internals and is good for more than 7000 rpm and 100 bhp.

Frankly I would have reservations about squeezing too much power into the Westfield as it stands, not through any doubts about its structural capacity to cope but because I feel it would probably upset its excellent balance. The Westfield sports is simply the best-developed and most attractive new sports car I have had the pleasure to drive for many a long year.



WESTFIELD EUROPEAN SPECIFICATIONS

GENERAL

Curb weight, lb/kg	1100	500
Wheelbase, in./mm	38.0	2235
Track, front/rear	43.5/45.0	1156/1143
Length	138.9	3525
Width	50.0	1524
Height	34.0	864
Fuel capacity, U.S. gal./liters	5.0	18.3

ENGINE

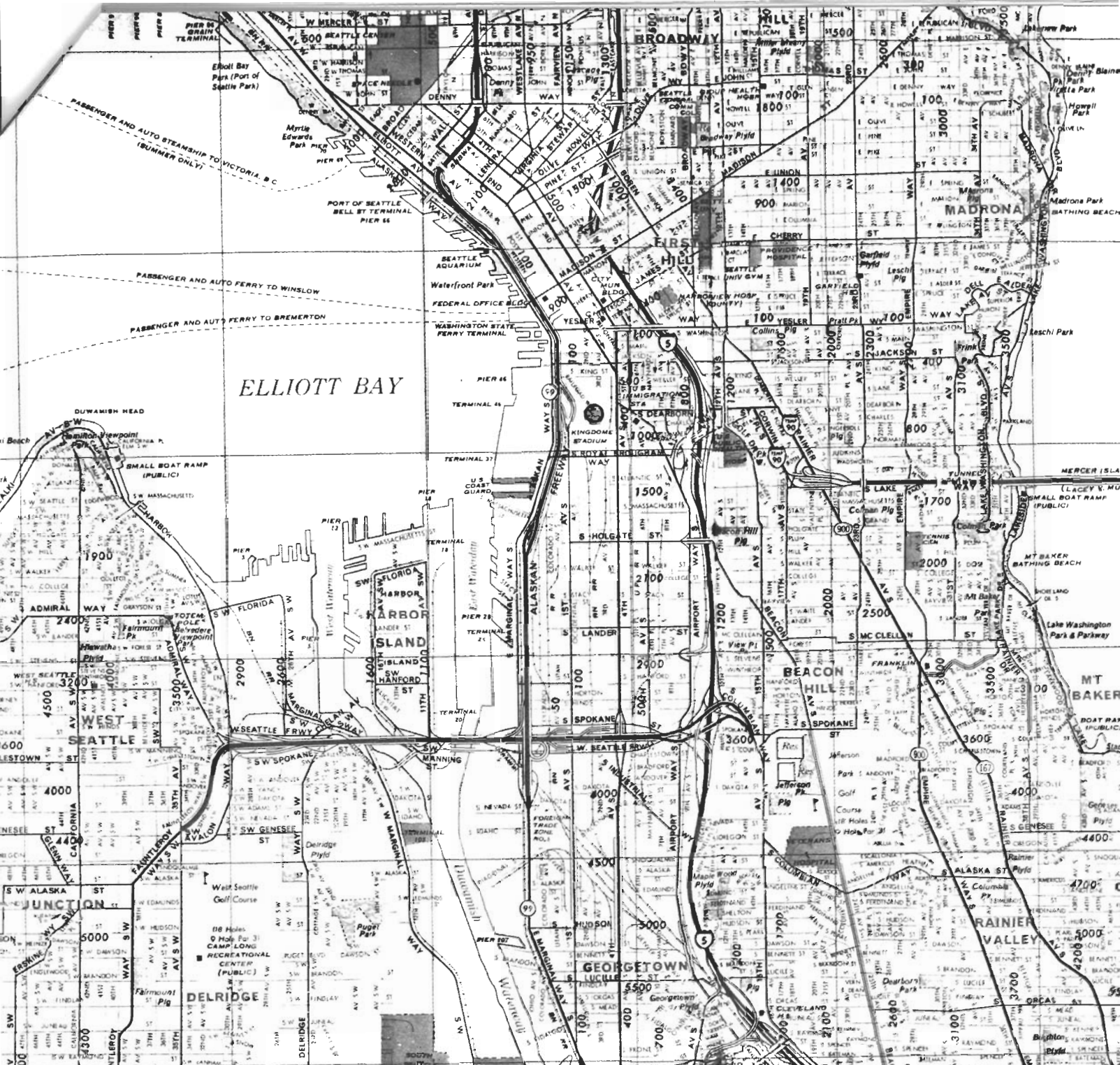
Type	ohv inline-4
Bore x stroke, in./mm	2.78 x 3.20 70.5 x 81.2
Displacement, cu in./cc	77.8 1275
Compression ratio	9.0:1
Bhp @ rpm, SAE net kW	65.48 @ 5500
Torque @ rpm, lb-ft/Nm	78.106 @ 3000
Carburetion	two SU (1V)

DRIVETRAIN

Transmission	4-sp manual
Gear ratios: 4th (1.00)	4.22:1
3rd (1.43)	6.03:1
2nd (2.14)	8.90:1
1st (3.41)	14.39:1
Final drive ratio	4.22:1

CHASSIS & BODY

Layout	front engine rear drive
Brake system	8.2-in. (208-mm) discs front, 7.0 x 1.1-in. (178 x 28-mm) drums rear
Wheels	wire 14 x 4 1/2
Tires	steel belted radial 145R-14
Steering type	rack & pinion
Turns, lock-to-lock	2.2
Suspension, front/rear	unequal-length arms, coil over spring tube shock units, anti-roll bar live axle, dual trailing arms, Panhard rod, coil spring tube shock units



STEVE SHIPLEY 935-5215
7303 44th AVE SW
SEATTLE, WA 98136

TAKE SPOKANE ST. BRIDGE EXIT FROM I-5 TO WEST SEATTLE. THIS HIGHWAY CHANGES TO FAUNTLE ROY WAY WHICH YOU WILL FOLLOW TIL IT CROSSES CALIFORNIA AVE. (THERE'S A TRADEWELL ON THE CORNER.) TAKE A LEFT ONTO CALIFORNIA AND CONTINUE TO THE SIXTH ROAD ON YOUR RIGHT WHICH WILL BE OTHELLO ST. TAKE A RIGHT ONTO OTHELLO AND IMMEDIATELY ON YOUR LEFT WILL BE 44th AVE. STEVE'S HOUSE IS ON THE CORNER OF 44th & OTHELLO.
(NOTE: IF YOU WERE TO TAKE A LEFT FROM CALIFORNIA ONTO OTHELLO AND DRIVE 3 OR 4 BLOCKS, YOU'D SEE ANDY SHIPP'S HOUSE WITH HIS GREEN ELAN SITTING DEJECTEDLY UNDER A PLASTIC TARP.)