

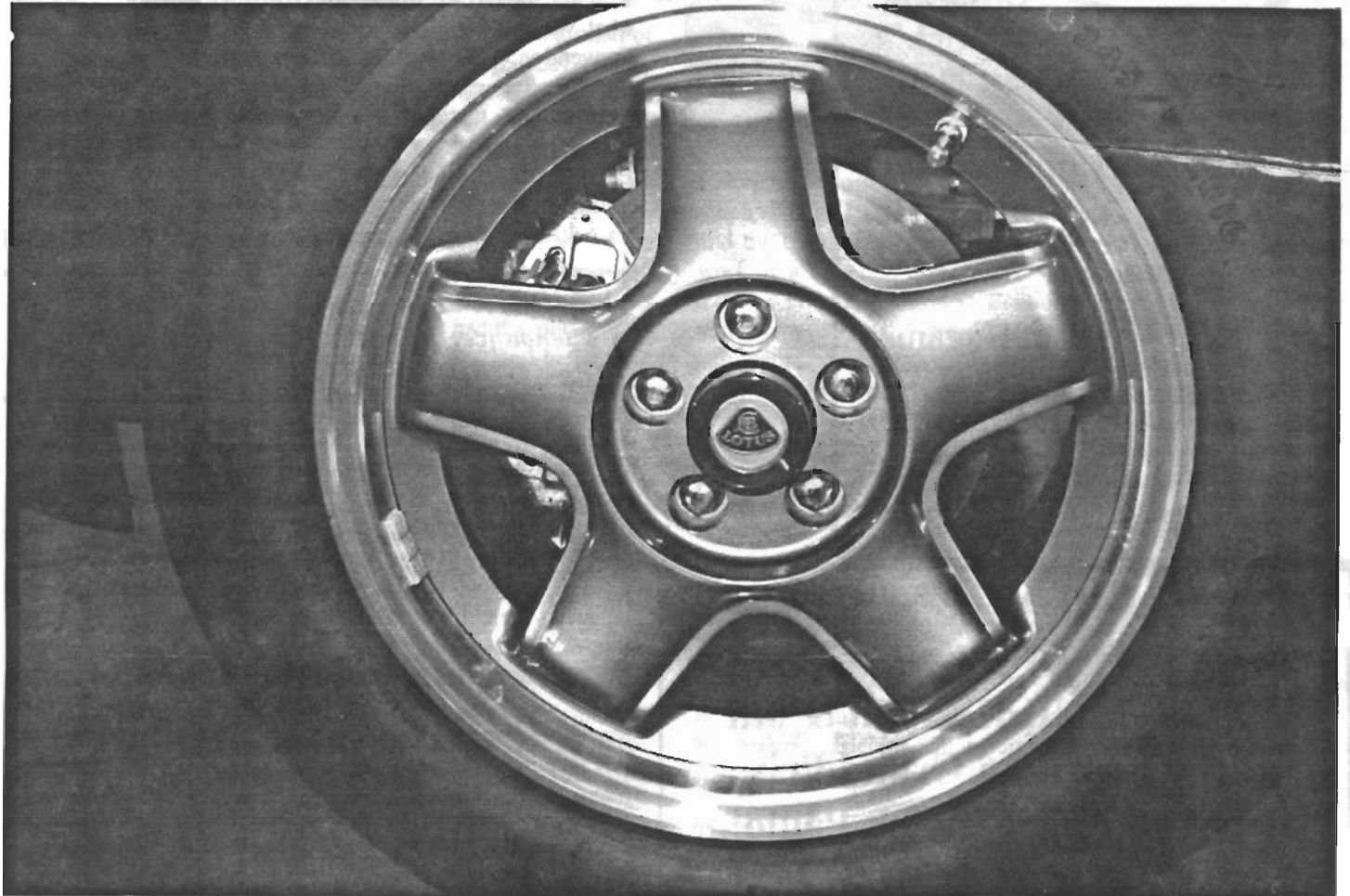
Newsletter of the Evergreen Lotus Car Club

9th Year of the Club



42nd Year of the Marque

Lotus Lines



93 Turbo Esprit wheel

photo by Susan Hagaman

Close up photo of a brand new 1993 Turbo Esprit wheel, manufactured by Revolution, taken at Bellevue Lotus dealer. Enclosed in this issue is a copy of Lotus Cars USA's new monthly newsletter with an article highlighting the redesigned and updated Turbo Esprit. Also, there are reports on LotuSport's racing endeavors, racing schedules and an article on the Lotus racing bicycle developed and built by Lotus Engineering that was used at the 1992 Olympics. WANTED: Photos are needed to be used in this newsletter so you don't have to keep looking at one particular silver and blue Europa.....

April 1993

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**BUSINESS MEETING
 MINUTES-March 11th**

Since only three other ELCC members, besides Chairman Kenny and Editor Susan, showed up not as much was accomplished as we would like to have had done. We did what we could and following items were discussed; Lotus Convention, WWABFM, Club Incorporation and insurance, ELCC stationery, brochures, and upcoming events. We have received back the club's incorporation papers for the State of Washington and we are still looking for insurance to cover ELCC's club activities. We might have a problem getting insurance through Lotus Ltd. as they are requiring that at least 80 to 90% of the membership be Lotus Ltd members.

Due to lack of sufficient membership attendance, the business meetings will be on hiatus until further notice.

So far only about 17% of ELCC are Lotus Ltd members. Our other option is joining the WWSCC. More on that next month. Susan is currently working on designing ELCC letterhead and envelopes, business cards and a brochure about the club which will have a membership application in it. They will soon be going to the printers. All members will be given these to hand out to prospective members in the future. Most of our new members presently come from Bellevue Lotus, the people that buy new Lotuses there.

Since there was not a sufficient turnout of the membership at this meeting to bounce ideas and plans off of not much was planned for upcoming events. Many ideas have been suggested and here they are again: Night at the races at either Monroe or Skagit Speedway; museum tours, tech seminars, vintage races, wine tour, dinner meetings, joint events with other car clubs, rallies, bowling parties. Do you have an idea? Give Kenny a call if you would like to organize a club event. The Whirly Ball game is the 27th of March, the MG Rallye is the 24th of April, the Ocean Weekend is the 1st & 2nd of May. The Autocross school is on the 15th and the ABFM at Van Duesen Gardens is on the 22nd in Vancouver, Canada.

NEWS FLASH!!!!!!

**LOTUS FINISHES 4th & 6th
 at the Brazilian Grand Prix
 Formula 1 race in San Paulo!**

Johnny Herbert just lost out to finishing third in the closing laps to a hard charging Michael Schumacher. Alessandro Zanardi piloted the other Lotus to sixth place.

"Lotus Lines" is published bi-monthly; Sept/Oct, Nov/Dec, Jan/Feb and monthly March through August by the Evergreen Lotus Car Club, P. O. Box 40481, Bellevue, WA 98015-4481. Subscription is \$20.00 annually for non-members. ELCC annual membership dues are \$15.00. Write to PO Box below for more info.

POSTMASTER: Send address changes to ELCC Lotus Lines Circulation, P.O. Box 40481, Bellevue, WA 98015-4481.

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From the Driver's Seat

by Kenny

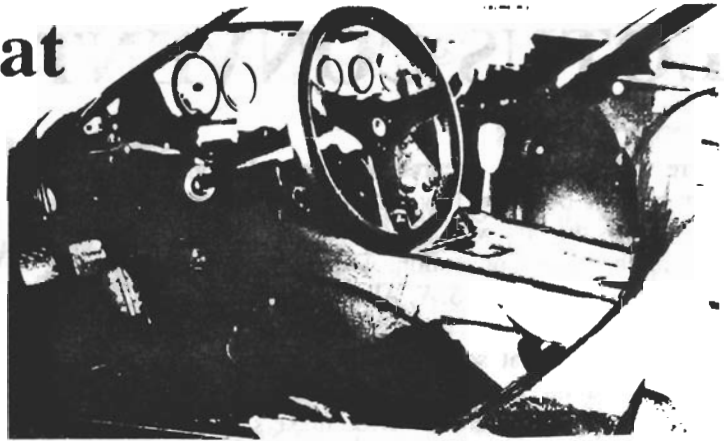
CHAIRMAN'S COLUMN

This is my third column for 'Lotus Lines' as the Chairman of Evergreen Lotus Car Club. I would like to start out by thanking the people who have written articles for 'Lotus Lines'; Bob Crichton, Jim Taylor and Susan Hagaman. The effort that these club members have put forth has made the club's newsletter one of the best in the Northwest! Our publication's editorial content, artwork, and production, matches or exceeds that of other car clubs in the area that are many times our size. Club member Randall Fehr has promised me some articles on the care and feeding of the Lotus Elan, as well as some of the other car's that he has had the 'pleasure' to know. 'Lotus Lines' just keeps getting better and better. Be proud of your Lotus, your club and your newsletter. With the work and the energy that we have only the sky is the limit of what we can accomplish!

I would just like to take a moment to wish club member, Jim Kirbach a very pleasant summer in the wilds of Montana. Jim has promised me that if we can put together a little picnic with the Mini Club at a special location then he will come back from Montana to attend that event. Jim, it is in the works, details will follow soon.....

We have some nice events for club members to participate in for the month of April. The MG Car Club will hold a rallye on the 24th. The details of this event as well as the following one are elsewhere in the newsletter. The Morgan Car Club will have their tour/rally also on the 24th. The choice will be tough, both are very high quality fun events. Sunday, April 25, 1993 there will be a Tech Session/Pizza feed at our home. The event will start at noon. Bring five bucks with you to cover the cost of the pizza. Bring your own beverage if you would like to drink something stronger than pop. The topics to be discussed will include suspension functions, how to choose a spring rate for your Lotus, shocks and sway bars. Lots of good information, food and fun. The Northwest Region of SCCA will have a Solo II School, (i.e. Autocross school, see Jim Taylor's article on his fun experiences at one.-ED) on May 15th. Come very early for this one as it will fill up fast. Last year they had to turn people away because the maximum class size was 50 drivers. The following day is a regular Solo II event at the same site. More details in the May issue.

Elsewhere in the newsletter Susan has asked for some volunteers to chair upcoming club events. I strongly encourage you to give me or Susan a call if you have an idea for a club event. I will help you in any way I can to make your idea for a club event a reality.



I have a new career now that will not allow me to devote as much time as I would like to in the management of the club and the building of our Twin Cam Europa street car. I now work as a financial planner for Fortis Investors in Bellevue. You see I had this degree in Economics that was, well, sort of going to waste and I decided to put it to good use. Now I help people achieve their dreams, and I like that alot. The other business that I own, ACE Engineering, will still continue doing what it does best, designing and modifying suspension systems for exceptional handling, and selling the parts so that others may do the same along with the Firepower Ignition systems.

As you can see we have a treat in this issue, a copy of the new "Lotus Letter" published by Lotus Cars North America. We just recently received it in the mail and this letter has some good information in it and should be somewhat collectable as it is **Volume I, Number 1**. The added cost of putting this information into the newsletter was paid for by myself, Kenneth C. Richins, Registered Representative for Fortis Investors of Bellevue, Washington.

The Bylaws are proceeding well. We have taken some of the best features from the copies of other car club's bylaws to create a custom set that will fill our needs. This is very important to us as it will build a good foundation for the future of our club. The quest for insurance is coming along rather slow. The bottom line is that there is not a quick, easy, inexpensive, solution to our need for insurance. We can get insurance through Lotus Limited, however, they want at least 90% of our membership to join their organization to be eligible for their policy. We have also approached the Western Washington Sports Car Council about obtaining our insurance from them. They can help us, too, but their insurance will also require us to restructure our membership somewhat. There are no easy answers to this issue and we will have a club meeting that will be devoted to this issue only. I encourage all members to attend this meeting as it will effect the club treasury and the dues that we all will pay. I will inform the membership when this meeting will occur. Till then go back into your garages and get your Lotus running for the West Cost Lotus Convention in Portland. July is just around the corner!!!

LOTUS CONVENTION UPDATE

ACCOMODATIONS

There will be ample, secured parking and rooms have already been blocked out from July 3rd through July 11th. Make your reservations directly with the Greenwood Inn and mention you are with the Lotus Convention. Their number and address are: 1-800-289-1300; 10700 S.W. Allen Blvd, Beaverton, OR 97005. Rooms will be \$69 per night for any number of people in the room. (I know that sounds kinky, but that's what they said!) Amenities at the Greenwood Inn include: two pools, sauna, jacuzzi, lounge, restaurant, coffee makers in rooms, shuttle to Washington Square (a big shopping mall across the freeway), kitchenettes are available. Registration, all seminars, meetings, banquets, etc. will take place at the Greenwood Inn.

DRIVING SCHOOLS

Prices have been determined on the two driving schools offered by Pitaressi Driving School on Wednesday, July 7th. The five hour session is \$270 per person and includes instructors, driving race prepared Toyota MR2's and skid car, and a buffet lunch. The three hour session is in your own car with their instructors and also includes the buffet lunch for \$120 per person

AUTOCROSS

ELCC will be responsible for administering the autocross. This will be a fun and easy to do event with expert help for first timers. Creative car classifications will be used for determining

trophy winners. Experienced and novice competitors will be classed separately. Due to the cancellation of the track day on Thursday, the autocross might be moved to Thursday with the tech seminars that evening. This will eliminate the problem for those who will be taking the Pitaressi driving sessions to make their runs at the autocross.

TRACK DAY

So far, will be unable to use the track on Thursday due to driver certification sessions being put on by Pitaressi Driving Schools for persons wanting to drive in the vintage race on Sat. and Sun. Cost for the track day will still be \$75 for approximately 80 minutes of track time in 20 minute sessions throughout the day on Friday. If you want more track time it is suggested to enroll in one of the Pitaressi Driving School classes. **Please note: All open cars must have some type of roll bar and all cars must have a securely mounted 3# fire extinguisher and three-point seat belts and pass a safety tech inspection.** These are not required to participate in the autocross. You will still need a functional seat belt, helmet and your car has to pass the tech inspection.

MAKE PLANS TO ATTEND

We would like to see as many ELCC members there as possible. If you can't attend all five days, make plans to attend at least one as all of the West Coast Lotus clubs would appreciate your support.

W.W.A.B.F.M. UPDATE

Items discussed at the last meeting were the following: We will have the same Lotus classes as last year unless we want to change them; There will be a drawing for \$500 cash just for those persons who register early for the WWABFM by a certain date in June (which has not yet been decided). All people registering by this date, their names will be put into a hat and one lucky person will walk off with \$500!! This drawing will probably take place at the Friday night cocktail party which will be held at the Bellevue Inn (formerly the Holiday Inn) just off 405 in Bellevue. This will be a catered affair with a no-host bar and plenty of good parking for all of those fine British automobiles. Door prizes will be handed out during the party.

At the BCC site there will be an area set up for vendors and concessionaires for food and drink in a shady location with tables and chairs provided. Entry fee will be \$30 for the first car and \$15 for the second car. More t-shirts will be printed this year as it seems they always run out early in the day. So if your planning on arriving later in the day and you want a WWABFM t-shirt you better have someone who will be there

early buy it for you as there is a very good chance that they will run out again early this year. They don't want to print too many so as to have any left over to pack up and drag out next year. They are also thinking of doing golf shirts and hats.

The next meeting will be Tuesday, April 13th at the Overlake Pietro's Pizza. Registration packets should be going out in the mail the end of this month. You might receive more than one if you attended last year; one from that mailing list and one from the ELCC's mailing list. We will be having an ELCC work party to stuff the goodie bags sometime the end of June before the Lotus Convention as Susan is in charge of soliciting door prizes and goodie bag donations for the WWABFM.

If you would like to volunteer to help out at the WWABFM please contact Ken or Susan as there is a variety of jobs available. Also, it would be great if we could get as many Lotuses as possible out there on display so we would have a chance on winning the award for the Best Club Display. So start working on those Lotuses!

Between the Lines

"Club members are needed to come forth and help organize upcoming events."

by Susan Hagaman

EDITORIAL

WANTED: *Enthusiastic ELCC members to help organized and chair upcoming ELCC club events. Meet lots of interesting people, beautiful Lotuses and have fun while your doing it! Pay lousy, benefits great! Apply within.*

If this sounds like a plea, I guess you could say it is. If this sounds like something you would be interested in doing or if you have an idea for an upcoming club event, please give me a call. If you read the ELCC Business Meeting Minutes on page 2 you'll notice that we did not have a very good turnout for the second business meeting of the year. Besides Kenny and myself, three other ELCC members attended and I thank them for doing so. We were very **disappointed** at the lack of concern regarding the functioning of the club and ideas/suggestions for upcoming events. More members are needed to step up and help organize club events. It is not that difficult and we are blessed, presently, with an easy to handle membership base. You don't have to plan events that 50 to 100 members will show up at, only up to 20/25. All of the year's activities cannot fall upon the shoulders of one person. The ELCC Chairman should not be responsible for ALL events but will be there to assist, guide and help those members who would like to chair an event. There must be some of you out there that have an idea or suggestion that you think other ELCC members would like to do. As it stands, so far, no ELCC events are planned for June. May and July are, for the most part booked up. May has the Ocean Weekend, followed two weeks later by the autocross school on the 15th, then the ABFM a week later on the 22nd. July has the Lotus Convention the first week with the WWABFM two weeks later. Many thanks to Shirley for organizing the Whirly Ball games with the Mini Club and to Nikki Daniels who will be chairing the Ocean Weekend May 1st & 2nd. The only event planned now for August is the ELCC picnic which Kenny and I are thinking of hosting this year if our schedules permit it. September has the ABFM in Portland and no events in October or November. The biggest reason for this "plea" for help is that Kenny now has a new job that requires a lot more of his time and will be working most Saturdays and some Sundays. I have to work almost all of the Saturdays



myself (I only get every 6th one off), so if your planning an event and can schedule it to take place late Saturday afternoon or evening or on Sunday, that would be greatly appreciated. Well, enough whining for now.

OBTAINABLE GOALS?

One goal I would like ELCC achieve this year would be to increase it's membership total for 1993 by at least 15 percent. Current membership stands at 80 members so that would be 12 new members by years end. I know of two members who have joined recently and I would like to welcome them into the club. Jerry Parrish of Seattle who just recently purchased a brand new Turbo Esprit and Sandeep Raichure of Seattle who is looking for an early 80's Elite. Welcome! Some other lofty goals I'd like to see reached during 1993 are: Winning the club display at the WWABFM (It is possible!), have a great turnout of members AND Lotuses at the upcoming Lotus Convention in Portland, increase the club's treasury by having some kind of fund raising event, organize an event to benefit a local charity and more articles submitted to me for publication in this fine newsletter!!!! I don't care what you write about as long as it is in good taste and isn't 100 pages long! Also, the "Esprit de Corps" is seriously lacking and we need to change that! I guess I have been around those German cars too long.

LOTUS CONVENTION AUTOCROSS ITEMS

Did you notice in last and this month's report that all cars participating at the track driving sessions **must have a three point seat belt, a mounted fire extinguisher and open cars must have a roll bar.** These items are not required for the autocross. The track session, so far, is only going to be held on Friday for approximately 80 minutes of driving time, probably four 20 minute sessions. The Autocross might be moved to Thursday with the tech seminars being held in the evening.

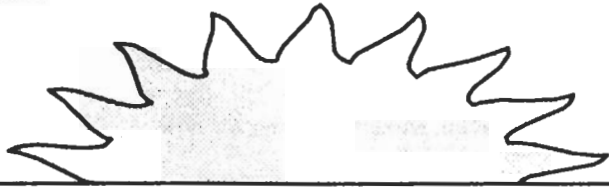
MICKEY THOMPSON OFF ROAD RACE RECAP

You missed out on a very entertaining and enjoyable evening if you didn't attend and I know that was all of you except for Kenny, myself, Peter Miles and his girlfriend. They were the only ones to attend the ELCC meeting for the month of March. The weather was perfect, we found a parking spot a block away and we feasted on a wonderful Italian dinner at Umberto's right next to the Kingdome. The competition was excellent, we had great seats and they set up a real neat course for the competitors that provided a lot of close racing action. We'll do it again next year in March if you missed out this year.

Get that Lotus dusted off and running!!!

Upcoming Events

APRIL/MAY



LONG BEACH OCEAN WEEKEND MAY 1st & 2nd

Get yourself and your Lotus ready for the ELCC's annual trip to the Ocean. Bring your food for lunch, your kite for the kite flying contest, your driving gloves for the go-karts (rumor has it that certain ELCC members, who shall remain nameless, are banned from driving there and will have to drive incognito) and your enthusiasm for a good time. We will be meeting at the Denny's in Fife at 7:30 am for breakfast. Or if you don't want to get up that early, meet us there at 9 am for the caravan to Long Beach. A potty stop will take place somewhere along the 3 1/2 hour trip for those of you coffee drinkers. After arriving at the Chatauqua Lodge, checking in then eating lunch it's off to go-karting and kite flying. There will be a dinner meeting at a local restaurant later that evening. If you want to come down later in the day for the dinner and stay the night then please do! Sunday morning will find us partaking the Sunday Brunch offered at the hotel's restaurant. ELCC has reserved four suites capable of accommodating up to 20 members. To make reservations for the lodging, dinner and brunch call Nikki Daniels at 788-2729 by April 15th. Phone # for the Chatauqua Lodge is 206-642-4401 and their address is 304 14th St. N.W. They are located 14 blocks north of the main traffic light in Long Beach a couple of blocks off on the left towards the ocean. Hope you can make it!!

Saturday, May 1st Ocean Weekend Schedule

- 7:30 am Breakfast at Denny's in Fife
- 9:00 am Leave Denny's for caravan to Long Beach
- 12:30 pm Arrive at the Chatauqua Lodge, check in, eat lunch, etc.
- 1:30 pm to 6 pm Kite flying, go karting, whatever
- 6 to 8 pm(?) Dinner at a local restaurant
- 8 to (?)pm PARTY TIME!!!!!!

Sunday, May 2nd

- (?) am Brunch at the Potlatch Restaurant
- When everyone decides to rise and shine!
- The rest of the day is yours!

12th Annual LaCONNER TULIP-DAFFODIL RALLYE

April 24th---10 am



PRESENTED BY THE MGCCNWC

Come celebrate early spring with a hundred plus sports and special interest vehicles. This event has long been a favorite with British car buffs from all over Western Washington and Canada. Again, we will make this course even better than last years record setting event! We will honor the top ten finishers and present special awards to the best scores of featured marques. Best scores awards for Triumph, Austin-Healy, Lotus and others.

This year's course will cover the Tulip Festival area in the beautiful Skagit Valley near Mt. Vernon. The rally will have you gathering clues to questions about things and places you pass along the route. All you need is a sharp eye, a pen/pencil, something to write on and a sense of humor! Speed is not necessary or recommended! Time and distance will only be used in tie-breaker situations. The rally will continue on to north Whidbey Island and finish up at historic old Ft. Casey. You may want to pack a picnic lunch to enjoy while your score sheet is being tabulated.

How about it? You and your navigator will enjoy beautiful scenery and have a shot at some great awards and door prizes. Last year we had nearly 150 cars. Join the fun and be a part of a great NW British car tradition!

START is at 10 am at the Payless Parking lot in Mt. Vernon. Take exit #227 off of I-5, the lot will be on your left.

Want to tour up with other contenders?

- KIRKLAND: Meet at the Totem Lake Mall at 8:30 am in front of Ernst Hardware. We will leave at 8:45 am.
- TACOMA: Meet at Godfather's Pizza at 5114 6th Ave. at 7:30 am. Take the Hwy 16 exit from I-5 and get off at 6th Ave. exit
- Want to have Breakfast? Meet at the Mitzel's in south Everett at exit 186 on the west side of I-5 at 7:30 am.

BRING A CAN OF FOOD FOR NW HARVEST AND GET AN EXTRA DOOR PRIZE TICKET!!!

QUESTIONS? Call Kevin Cobley at 206-362-7686 or Ken Bottini at 206-883-9615.

Entry fee is \$5.00 per car if you pre-register, \$7.00 the day of the event. Make checks payable to: MGCCNWC. Mail to:

TULIP RALLYE

P. O. BOX 84284

SEATTLE, WA 98124-5584

in time to be received before the event.

The LOTUS Letter



Vol. 1, No. 1

April 1993



New 1993 Esprit breaks records

The new 1993 Esprit has set sales records early in the year. The new low price and larger, more comfortable, interior have combined to make the Esprit a true value.

"During the past seven years, increases in retail sales have taken place during the introduction of new Lotus models," says Jim Blackwell, Chief Operating Officer of Lotus Cars USA. "But we haven't seen such a dramatic increase for quite some time."

A redesigned rear bulkhead has increased cockpit length to give more legroom. Pedals have been moved two inches forward. Pedal travel is shorter, quicker. There is four inches more headroom. The Connolly leather seats are two inches wider.

The center tunnel is lower and narrower, giving more elbow room. The doors open wider, making it much easier to get in and out.

The new wing, tailgate design, and front spoiler lower wind resistance and reduce front end lift to almost zero. Top speed increases to 165 miles per hour.

The turbocharged, intercooled, 264 horsepower engine has proven its reliability under race conditions. Zero to 60 in 4.7 seconds.

At \$67,345, the Esprit is a tremendous value.

Welcome to Atlanta!

The next IMSA Bridgestone Supercar race will be here in Atlanta Sunday, April 18 at the new Atlanta Motor Speedway inside-the-oval road course.

Plan to be here. Doc Bundy, 1992 Champion in the series, won't be on his home Road Atlanta track where he has won the last two years. The AMS track will be new to all the drivers. Maybe the Porsches will have a chance.

LCU News

Jackson Pike named to national post

In order to provide more consistent communications for dealer relations and sales, Lotus Cars USA has changed its focus from a regional approach to one of national scope.

Jackson Pike has assumed the position of National Sales and Dealer Operations Manager.

Pike joined Lotus in 1988 and has served in both the service and sales areas. Prior to 1988 he was with Maserati of North America.

"We are pleased to have Jackson take over these new responsibilities," says Jim Blackwell, "and we are looking forward to the enthusiasm and dedication he brings to the management of our dealer body."

"This is just another step in our total commitment to the U.S. market."

New ad runs

Full-page ads of a beautiful red Esprit have been running in several publications.

AutoWeek, MGM Grand Air, Physician's Travel, Dupont Registry, and the program for the televised People's Choice Awards have carried the ad.

The Lotus Collection

Lotus dealers have just received the new Lotus Collection brochure showing the latest Lotus accessories, clothing and gifts.

Racing jackets, knit shirts, T-shirts, floor mats, car covers, key fobs, jacket patches, banners, books...and more.

See your Lotus dealer.

Lotus gets Hummer contract

Lotus Engineering has been awarded the contract by the U.S. Government to install a prototype Lotus Active Suspension system in a Hummer, the vehicle that replaced the Jeep.

Lotus Engineering, working with Teledyne Continental Motors, beat stiff competition from other engineering firms.

Lotus had demonstrated the system on a British Army Alvis Scorpion tank.

The High-Mobility Multi-Purpose Wheeled Vehicle, HMMWV, was introduced in 1984. It is manufactured by AM General Corp, who have already delivered over 100,000 in twenty different models.

The Hummer has a steel box-section chassis with aluminum and composite body panels. All-wheel drive is provided by a General Motors 6.2 liter diesel producing 150 hp through a three-speed automatic transmission.

It has a track of six feet and weighs almost 4 tons fully laden.

Lotus will use the M1026 Armament Carrier, Armored, the 4-seat hatchback body style.

The Lotus Active Suspension system replaces the conventional springs and dampers with powerful microprocessor-controlled hydraulic actuators. The system moves the wheels to respond to the terrain instead of the other way around.

Lotus has built over fifty Active Suspension prototype vehicles, including the systems for the Formula One cars of Team Lotus.

Lotus Registry

We have a good record of '80's and '90's original owners, but if you are not the original owner of a Lotus, please send us your name, address, phone numbers and vehicle identification number.

Be on record as a Lotus owner. We may need to get in touch with you, and you will be included on the newsletter mailing list.

Fax: 404-995-7698

Write

This is the first issue of The LOTUS Letter. Tell us what you think. Let us know what you would like to see in future issues.

Lotus Cars USA, Inc.
1655 Lakes Parkway
Lawrenceville, GA 30243

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Arnie Johnson -
Vice President, Technical Services
Ernie Quin -
Vice President, Logistics and Inventory Management
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Uwe Lindner -
National Parts Manager
Richard Clarke -
Field Service Engineer
Gary Razzetti -
Warranty and Service Administrator
Stan Amerson -
PDI Supervisor and Senior Service Technician
Andy Waldrep -
Technician
Mona Jones -
Accounting Administrator
Helen Lindner -
Executive Assistant
Newsletter Publisher
Bob Patterson -
Parts, Newsletter Editor

LotuSport races at home

The LotuSport team moves on to the second IMSA Bridgestone Supercar Championship race of the season here in Atlanta.

The first race came out well, very well. Doc Bundy, Andy Pilgrim and David Murry finished in LotuSport's first 1-2-3 victory.

The race was a 20-lap sprint around an 11-turn circuit through the streets of Miami.

The 3.6 liter Porsche 911 Turbos were faster in qualifying. Hans Stuck qualified first, Nick Ham second. Hurley Haywood was beside Doc in the second row.

First lap, Stuck slid into the tires in turn one. He bounced off into Ham's car. Stuck could not continue. Ham pitted to change a tire.

Bundy stayed out of the mess and slipped into first.

Later in the race, with Ham running back in the pack, his hood flew up. He drove back to the pits looking under and around the hood. Murry and Pilgrim were running two, three when they came upon the Porsche in a turn. Murry went outside, Ham moved outside, and Pilgrim slipped inside to take second.

That's the way they finished. Three Lotus drivers on the podium.

Bo Lemler, in the fourth Lotus, came in eighth.

Doc after the race: "Miami was a shock. We weren't expecting it, but it gives us a solid base for the rest of the season. Our goal is the manufacturers title."

On to...



Doc at Miami

Atlanta

Two weeks before the race in Atlanta, Doc Bundy had not yet driven the course.

"Atlanta is a big unknown. Porsche will have a new car for Stuck, the Corvettes are running strong."

The Atlanta Motor Speedway track takes drivers through a twisting circuit in the infield, up onto the oval and back into the road course.

David Murry will be back after a Firehawk win at Sebring. Andy Pilgrim will return after a run in a Corvette in the 12 Hours of Sebring.

Steve Hansen will drive the fourth car. He bought an X180R, one of the limited edition of 20 race-ready Lotus Esprits.

He has done vintage racing. He owns a Lotus 51 Formula Ford from the 60's. He has never driven in a professional race. From Lotus owner to professional driver...

A fifth car will probably run. The driver has not been chosen. Any volunteers?

Cleveland race added

The Budwiser Grand Prix of Cleveland is the latest addition to the IMSA Supercar schedule.

Our LotuSport team will add some excitement to the Saturday, July 10 lineup prior to Nigel Mansell's romp in his Indy car on Sunday.

IMSA Bridgestone Supercar Championship

April 18 - Atlanta Motor Speedway
TNN

May 31 - Lime Rock, CT
TNN

June 27 - Watkins Glen, NY
TNN

July 10 - Cleveland, OH

July 25 - Laguna Seca, Monterey
ESPN

August 1 - Portland, OR
ESPN

September 19 - Pontiac, MI
TNN

October 2 - Phoenix, AZ
ESPN

Team Castrol Lotus

Johnny Herbert took fourth for Lotus, a second behind Michael Schumacher's Benetton, in a sometimes wet Brazilian Grand Prix.

With two laps to go, Herbert's Lotus was third. Schumacher passed. Herbert passed him. Schumacher got by again in an exciting finish that gave Herbert and Lotus their first Championship points of the season.

Alessandro Zanardi got sixth and picked up his first points in just his second race as a Team Castrol Lotus driver.

Senna won at home after Prost spun in the rain.

Remaining schedule:

April 11 - European GP
Donington Park, England

April 25 - San Marino GP
Imola, Italy

May 9 - Spanish GP
Barcelona

May 23 - Monaco GP
Monte Carlo

June 13 - Canadian GP
Gilles Villeneuve, Montreal

July 4 - French GP ?

July 11 - British GP
Silverstone

July 25 - German GP
Hockenheim

August 15 - Hungarian GP
Budapest

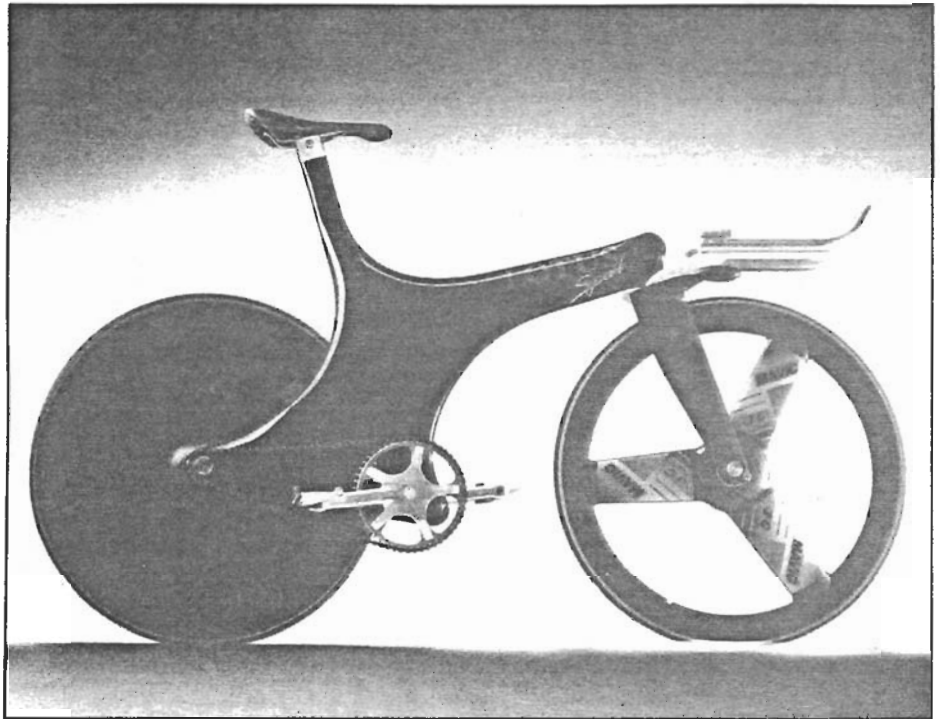
August 29 - Belgian GP
Spa-Francorchamps

September 12 - Italian GP
Monza, Milan

September 26 - Portuguese GP
Estoril

October 24 - Japanese GP
Suzuka

November 7 - Australian GP
Adelaide



Lotus Olympic bike in production

Last summer at the Olympics in Barcelona a young man named Chris Boardman got to the finals in the 4000-meter individual pursuit race.

Two racers start on opposite sides of the velodrome in a timed race of 16 laps.

He faced the current World Champion, Jens Lehmann.

These races are won by tenths or hundredths of a second. With a lap left, Boardman passed his opponent. The race was over. No racer had ever passed another in the history of the sport.

Boardman won the first gold medal in cycling for Great Britain in 74 years.

The bicycle, developed and built by Lotus Engineering, is now being manufactured by Lotus. High performance mountain bikes and sports racing bikes, suitable for the Tour de France, will be produced.

The hollow carbon fiber frame will be made by SP systems in

California. It will be assembled by Lotus at Hethel and will be marketed in the U.K. and Europe by British Eagle.

You can have one for \$5000.

A few months before the Olympics, Lotus engineer Rudy Thomann discovered a bike designed by Mike Burrows. He got Roger Becker interested, and Lotus aerodynamics engineer Richard Hill put it in the wind tunnel. It needed work. They redesigned it.

The Olympics bike got a monocoque frame, 4 1/2 pounds. Instead of forks to the wheels, it has a cantilevered monoblade, a solid carbon fiber blade to a wheel that is offset to the bicycle. Add some titanium fittings, wheels by Mavic. The forward-pointing handlebars (aerobars) allow the rider to lean forward, most of the body horizontal to the wind.

The bikes will be sold under the LotusSport trademark.

Upcoming Events

APRIL

*MORGAN CLUB
SPRINGTIME
TOUR-ALLY
April 24th
by Bob & Loretta*

News Item: Rallymasters quit, management steps in!

If you think about this, Loretta and I have been on two rallies and placed last and second to last in them. So I am going to call ours a Tour-ally! (You might want to say this a couple of times!)

Our Tour-ally will be fun. Bring a light lunch. You will find places to stop and enjoy. This event will not be timed, just get back in time for dinner. Don't forget to bring your binoculars and camera.

Schedule is for Saturday the 24th is to meet for breakfast at the Farmhouse Inn on Anacortes Hwy. 5 pm cocktails, 6 pm dinner at the Chuckanut Manor. Call me for menu and reservations. Sunday 7 am, some of us will leave to tour the tulip fields and reads should be pretty clear in the early am. Then we will stop for breakfast in LaConner. That's it! I have 15 rooms reserved at the Tulip Inn. Call 206-428-5969.

Questions or for more info call Bob Nelson at home 206-387-3241 or at work-206-387-3241.

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CALL KEN AT 827-3223

13020 N.E. 80th Street, Kirkland, WA 98033



Kenny?

PIZZA & TECH SESSION & PIZZA

Sunday, April 25th
12 noon

SUSPENSION TUNING AND REPAIRS
at Ken and Susan's garage, backyard, trailer,
wherever there is a Lotus.....

Come on out for an informal and informative tech session followed by an all you can eat pizza feed. Subjects to be discussed are the ins and outs of suspension tuning and repair by Chairman Kenny. Bushings, shocks, coil overs, sway bars, alignment, weight balancing will be covered. ACE Engineering will be providing the sodas with a \$5 fee to be collected per member for the pizza. There is lots of parking so bring your Lotus, questions, and your appetite!

Ken & Susan's address is: 13020 N.E. 80th Street, Kirkland. From northbound I-405 take #17, the N.E. 70th Pl. exit. Turn left at the stop sign at the end of the off ramp. Go straight through the signal and follow N.E. 80th for 1.5 miles. There house is the second house on the left after the Rose Hill Elementary school yard. From southbound I-405 also take exit #17. Turn right at the signal at the end of the off ramp. Go over the freeway and turn left at the next signal which is 116th Ave N.E. Follow it to N.E. 80th St. and continue to the 2nd house on the left after the Rose Hill Elementary school yard.

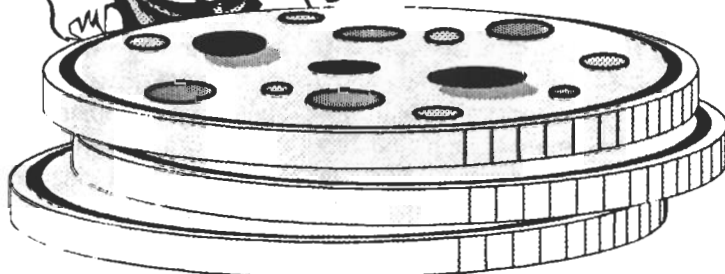
Afterwards, if time permits, we will go down to a nearby video arcade to play a new video game titled Virtual Racing. Rumor has it that this is the hottest new car racing game where you can race against three other drivers all at the same time!

Questions? Call Ken or Susan at 827-3223 after 4 pm.



EINSTEIN
PIZZA
TECH SESSION

SMARTER LOTUS OWNER!

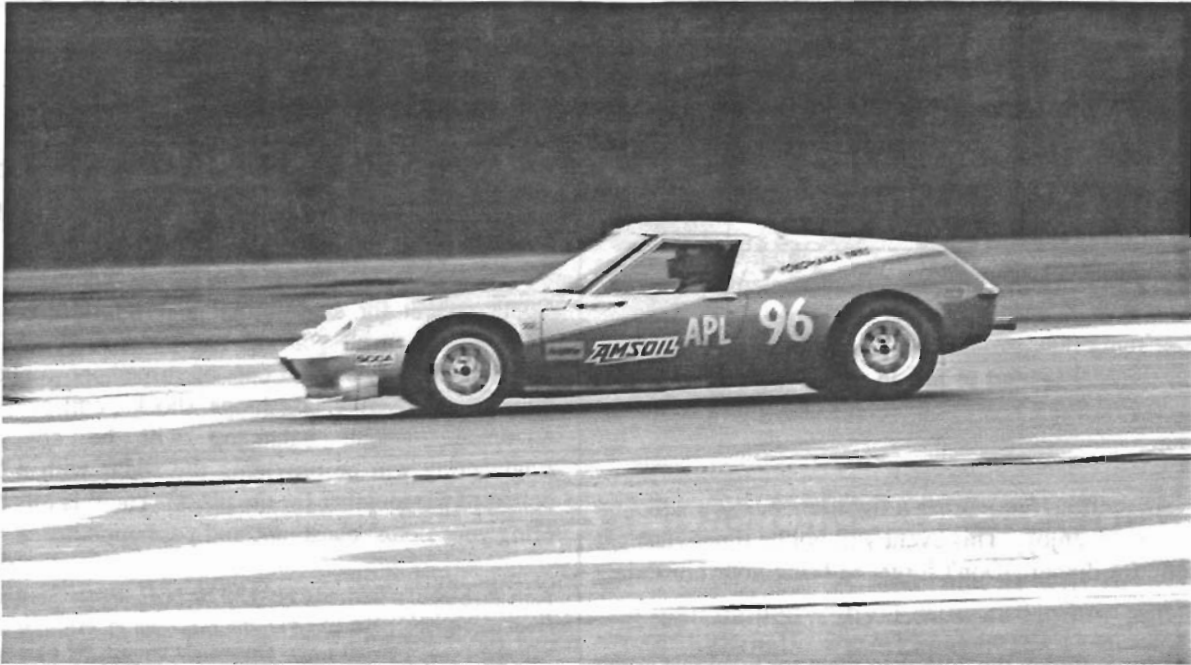


AUTOCROSSING--*PORSCHE & LOTUS* STYLE

Our very own Jim Taylor tries his hand in the sport of autocrossing for the first time and gets to drive two very different vehicles at the same event!

by Jim Taylor

Jim at the wheel, full throttle heading for the finish!



On Sunday, March 14th I was initiated into the sport of autocrossing. My good friend Scott and I have talked about doing an autocross for about a year now. He was in the process of getting his Porsche 914-6 into shape and I didn't want to autocross the Elite, so we waited. Scott, myself and another friend, Gary (also with a Porsche 914-6) worked into the wee hours on Friday and Saturday night to get both cars ready. Some brake work here, a little suspension work there, with an occasional pizza break. I later found out that doing the wee hours thing before an autocross is pretty normal (sure cuts into a good night's sleep, though). The weather promised to be gorgeous as we made our way to Bremerton, where the autocross was being held, sponsored by the local region of the Porsche Club (hence the two 914-6's). The drive over to Bremerton was especially important to me, since I was to co-drive with Scott and had not driven the car since we first got it started over three years ago! We thought a little practice shifting for me might be needed because the shifting was a little, how shall I say it, difficult to master in a 914-6.

So, we get over to the event, get the car teched, walk the course, have a drivers' meeting and then it's time to drive. We'll be doing this in two shifts, half of us driving and the other half working the course. Scott's up first to drive and I'm going to work the course and watch. Next time we'll both drive during the same shift, doubling up on the car. We decided that this would be more fun and a better learning experience. I forgot to mention that this was a practice autocross and that about 60% of the

participants were first and second timers, so I felt that I would fit right in. This was Scott's first time, too, so we were both a little nervous and hoped that we both wouldn't look too bad out there. Scott's three runs were good for a first timer and he improved his times from the mid 70 second range down to the upper 60's. Most of the beginners were running in the mid to upper 60's, the more seasoned drivers were into the lower and mid 50 second range. Ken and Susan were there running their racing Europa in the 51 to 53 second range and posted the fastest time of the day later on with a 49 second run by Ken. A quick bite of lunch and then it's my turn to drive.

".....all I had to do is find second gear....."

I was doing okay shifting the Porsche on the drive down, but all I had to do then was find second gear and drive (most of the cars were doing second gear all the way around with a shift to third gear in the last quarter of the course). I took off from the starting cones, went to up-shift and blahhhhhh, fourth gear. Back down to first and accelerate again, up-shift to second, ahhhhh, found it! accelerate and ... get lost in the cones. Where the heck am I!?!? Sure is easy to get lost when you last saw the course at normal eye level and at a walking pace in comparison to your buns six inches off the ground and trying to go quickly through the course. First run, 70 seconds. Next time around it took me a little longer to find second, but

continued next page

luckily the 914-6 has a torquey engine, down to 66 seconds the second time. Susan comes over and says "Jim, ya just gotta get it into second and go". "I'm trying, I'm trying" I tell her. So the third run comes up. This time I can't find second at all! How embarrassing... I go around the entire course in fourth gear but still manage to knock off another second to get a 65.

"I was given an offer I couldn't refuse, a chance to DRIVE an Europa!"

Okay, now the pressure's off and we're doing practice runs until the 5:30 closing time. Scott does three more runs and gets down into the lower 60 second range. The car is having some fuel delivery problems, otherwise he would have been even faster. In the meantime, I've been given an offer that I couldn't refuse, a drive in Ken and Susan's Europa! Now then (if you've followed my own Europa story) I've never driven mine and have only driven a Europa once for about ten minutes at an ELCC picnic about a year and a half ago. This is going to be great. They strap me in, show me all the gauges and switches, then give me a push start (the starter didn't feel up to the task that day, this is a Lotus after all). My first impression is how light the Europa is in comparison to the 914-6. The Porsche weighs around 2400 pounds and the Europa (stripped and lightened at that) weighed in around 1250 pounds. This is great! Up to the starting line and off I go. My second impression is how quickly it accelerates. First gear, then second gear (second is a lot easier to find in the Europa), and lift off the gas... I'm really moving here. I get over the initial shock and find that the cones are coming up a lot faster than before. I just try not to miss any gates or run over any cones and 'Poof!', the end of the course comes up. I pull into the grid area and Scott comes running over with a big smile on his face and tells me I ran the course in 58 seconds!!! WOW, that was a great ride. Then Susan comes over and asks if I'd like to go again. I just nod, YES, furiously and get back into the line-up.

The second time around I'm a little more prepared and push the car harder. Then the third impression comes to me about this car, you just point it in the right direction and go; no fuss, no bother. What an absolute blast! I knock off three more seconds and turn in a final run of 55 seconds.

I had a great time and am really looking forward to doing a few more autocrosses this year. After all, the season's just beginning. I'd like to thank once again my friend Scott for letting me use his car and to thank Ken and Susan for offering their Europa to drive. They're both great cars to drive and they both handled excellently.

"Thanks to Scott, Ken and Susan for two great cars to drive."

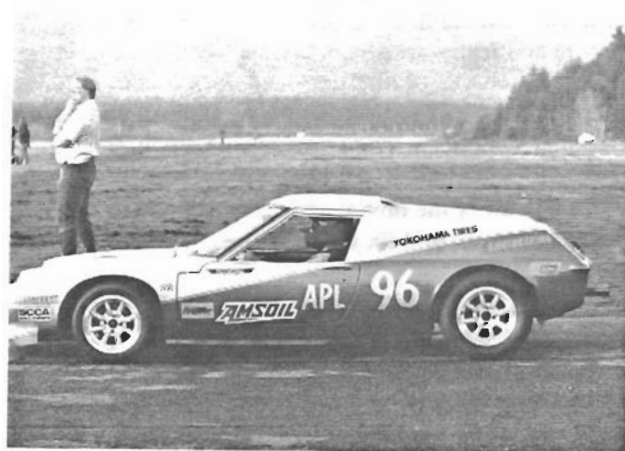
I hope that more of the ELCC membership will take the opportunity to come out and try their hand on the autocross course. It's not like out at SIR where the track is brutal and can really put a lot of stress and strain on a car for long periods of time. A typical autocross run lasts from 50 to 70 seconds with a lot lower speeds than are generated out at SIR. Our May event on Saturday the 15th is at the SCCA Solo II School in the Boeing Space Center parking lot in Kent. So if you've got a running

Lotus (or whatever), come on out, it'll be a lot of fun.

Finally, I'd like to say "I've just gotta get my Europa done, I just gotta!"

Editor's Note-If you would like any information autocrossing or when the next one is, refer to your March issue of LOTUS LINES or give Ken or Susan a call at 827-3223. You don't have to drive a Lotus, any car will do that will pass the tech inspection.

Photos by Susan Hagaman



TOP PHOTO: Kenny helping Jim get buckled into the Europa.
MIDDLE PHOTO: Some last minute instructions before going out on course.
BOTTOM PHOTO: Jim at the starting line waiting to make his first run.

Jim's Garage

by Jim Taylor

Jim writes about his current experiences of gel coating and mending the fiberglass on his Europa bodyshell.

So, what've I been doing in the garage for the past month... Well first off, I finished installing new camshafts in my Honda Interceptor 750. Sorry Lotus fans, but when the nice weather's here I'd prefer riding a motorcycle to driving around in a car, even a Lotus. Although a Seven with the top down isn't too much different...

I put on and sanded off several layers of gel coat on the Europa's trunk lid. It's ready for a final sanding and then storage until I'm ready to paint. I've touched up the stress cracks in the hood, most of them in the area around where the hinges mount. I beefed up the hinge area with several layers of mat so that stress cracks shouldn't occur there in the future. On the Europa's hood are four openings for air circulation and the screens are screwed directly into the fiberglass. I filled those screw holes and instead, glassed in some aluminum brackets for mounting the screens. After fixing up the problem areas, I put on a layer of mat underneath and a layer on the outside just for good measure. Right now it's in gel coat waiting for the first round of sanding.

One of the things that occurred during the stripping process (it was plastic bead blasted) was the popping of thousands of air pockets that were just under the surface of the original gel coat. The blasting process removed all of the old gel coat and exposed these pinholes. Most of the are fairly small and will readily fill with resin or gel coat. For the rest of them, I've been using body filler and an ice cream stick to fill them up and smooth them over.

I wouldn't recommend the blasting to anyone with a first generation Lotus. The fiberglass is too thin and the original laying up process produced a bodyshell which isn't up to the abuse of blasting. Starting with the second generation Elite and the Esprit, the process to produce the bodies was much improved. The fiberglass is thicker and more dense. This would be more in-line with a Corvette body and the blasting I saw taking place on a Corvette turned out much differently than mine. It was smooth and ready for primer and paint right after blasting.

I've asked lots of questions and done lots of thinking on what to do and how to fix the body of the Europa, and have settled on a system which I'm comfortable with. I'm sure not all would agree with the method, but here it is:

- 1) Fix all of the obvious breaks and body damage.
- 2) Grind out and fix the stress cracks so that they won't come back.
- 3) Fill in larger pinholes and body deformities with body filler. I've been using a filler which has small chopped strands of fiberglass in it for more strength.
- 4) Put a layer of mat and resin on the backside of the entire bodyshell. The engine compartment, in the fender wells, in all those areas that don't normally show. This will strengthen the entire body and add minimal weight.
- 5) Put a layer of mat and resin on the entire outside area of

the body. This is where most people disagree with me on technique. I feel the added strength to the body is worth the extra weight of a layer on the outside. Do keep in mind that the stress cracks fixed in step 2 don't need this extra layer of fiberglass (only the layer on the backside). There is extra time consumed putting on all that glass and resin, and then putting on gel coat to get the final body shape. In my case the gel coat needed to be put on anyway because of the blasting process.

6) Build up several layers of gel coat to get a surface that can be sanded easily. For major building up, I'm using body filler and then gel coat on top of that. Use a colored gel coat. It helps you to see the surface better while sanding and lets you get an idea of how the finished product will look.

When fiberglassing, I cut the mat into 6" x 12" pieces. This makes it easier to handle. I'd also recommend using 1/2 ounce mat and doing two layers, laying on the first and second layers such that the seams of the first layer are in the middle of the piece of mat on top so that no seams of glass line up. This will also build up the surface evenly so that most of the body features won't be distorted by thick layers here and thin layers elsewhere. The 1/2 ounce mat also conforms to the edges and curves better than one ounce mat. I also use pinking shears to cut the glass so that there isn't an abrupt edge like when using regular scissors.

That's about it for now. Next time I'll describe some of the goodies that have been done to the chassis and running gear of my Europa. Bye for now.

Experience... the difference!

When you call JAE you'll be talking to professionals. Jeff Robinson has worked with Lotus and English Fords since he was a kid on Long Island. Jay Makwana has spent over ten years working for Ford, Lotus and Lucas/Girling main distributors.

And Tom Eckstein has worked with Formula Ford and Formula Three manufacturers and teams. Whether you have parts, pricing or technical questions, you'll get prompt accurate answers.

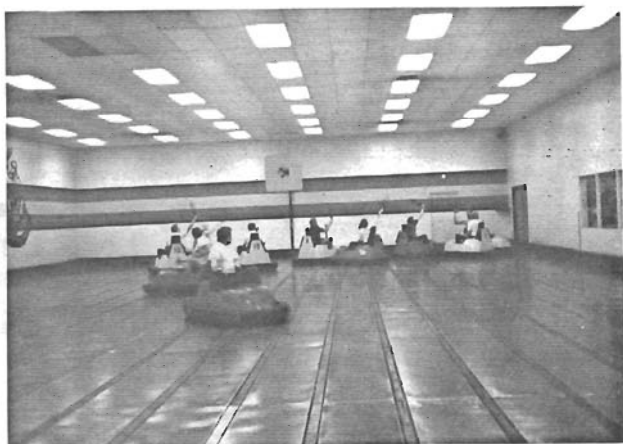
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Past Events

MARCH

WHIRLY BALL POST MORTEM

As you can guess from the title, our epitaph could read, "We came, we played, we died in the end....."



Seven ELCC members showed up on that fateful day to do battle in Whirly Ball with the four members from the Mini Club. Did you say **FOUR** Mini Club members? Don't you need five to play? That's right, you do need five to play so we ended up "loaning" one of our players to the Mini Club so they could field a team. I'm not going to name any names but this "traitor" ended up being the key player for the Mini Club. Only three of the ELCC members playing today were at the practice game held earlier in the year, as some could not make it for this game, so we had two novice players.

Two half hour games were played. The first game was a close one with the ELCC ahead most of the game. Towards the end of the game, the lead was being traded back and forth between the two teams. Then the "referee" awarded the Mini club a goal in the closing seconds for an infraction by one of the ELCC and the game ended in a tie. @#%*?+!!!

The second game started out slow for both teams as fatigue was starting to set in as this was a very physical game. (Ask fellow ELCC 's about their "battle scars".) Chairman Kenny was out there going at it when his "car" kicked the bucket. At the practice game he also ended up with a slug for a car but this time he got even and did it in! After finally getting the "referee's" attention that his car was dead, the game was put on hold while another trusty (musty?) steed was brought out to be thrashed again. The score remained 8 to 6 in favor of the Mini Club for the longest time, no one could score. Finally, the



Mini Club started scoring again and then ELCC started to close up the gap and was about ready to tie the game. In the waning minutes the "referee" (you notice that I put it in quotes to signify the doubtfulness of his actions) awarded the Mini Club six points (!) for alleged infractions made by ELCC members. This made their lead practically insurmountable as there was only a few minutes left on the clock. Time was on their side so all they had to do was run out the clock. ELCC was trying as hard as they could to score, but that doggone ball just wouldn't go in! They must of had three times as many shots on goal as the Mini club but all for naught. The buzzer sounded and the thrill of victory vanished and the agony of defeat was to begin. There was no time for another game as only an hour time slot was reserved. Rats! Double rats!



All in all, everyone had a good time. Thanks to Dwaine, Shirley, Kenny, Bob, Mike, Gary and Jim for participating. There were some hilarious moments that arose like when a member from the Mini club was so intent on getting ready to shoot to score that he didn't notice that the ball had fallen out of his racket onto the floor. But he still took the shot anyway, again and again, until he looked into his racket and realized that he had no ball! Then there was the one person who tried to shoot the ball and it just wouldn't come out of the racket so he had to reach in and pull it out! I'm sure in future we will have a rematch to show those Mini Club members that we really do know how to play this game and that there will be no more "loaning" of ringers!



Lotus Lines



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April 1993

Lotus Lines

MEETING LOCATIONS/DATES

- April 24th MGCCNWC Tulip-Daffodil Rallye. Meet at the Ernst at Totem Lake Mall in Kirkland at 8:30am.
- April 24th Morgan Club Tour-ally to the Skagit Valley and LaConner. Call Bob Nelson at 387-3241 for info.

APRIL MEETING

Pizza & Tech Session & Pizza at Ken and Susan's Sunday, April 25th, 12 NOON

To get to Ken and Susan's from Southbound 405 take exit #17 (N.E. 70th Pl) Turn right at signal at end of off ramp. Cross over freeway. Turn left at signal at 116th Ave. N.E. Follow N.E. 80th St. 1.5 miles. Their house is the 2nd one on the left after the school play yard. From Northbound 405 take exit #17 (N.E. 70th Pl) Turn left at the stop sign at the end of off ramp. Proceed straight through the signal. Follow N.E. 80th 1.5 miles. Their house is the 2nd one on left after the school play yard with the orange mailbox out front. Call 827-3223 for more information.

OCEAN WEEKEND

May 1st & 2nd. Join your fellow ELCCer's for a weekend at Long Beach of goodtimes, kite flying, go karting, dinner and Brunch. Meet at the Denny's in Fife for breakfast on Saturday at 7:30 am, then caravan down. Call Nikki Daniels for more information at 788-2729 and she needs room, brunch and dinner reservations by April 15th.

SOLO II AUTOCROSS SCHOOL

May 15th at the Boeing Space Center west parking lot in Kent. This is your chance to really learn how to drive your Lotus or if it isn't operable, come on out with your daily driver. Space is limited. More information next month.

