

# Newsletter of the Evergreen Lotus Car Club

9th Year of the Club



42nd Year of the Marque

# Lotus Lines



August 1993

## Lotus Convention '93 Group Photo

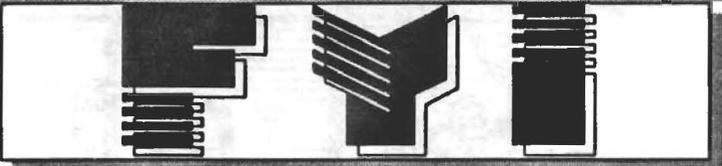
*photo by Philip Tanner*

54, count 'em, 54 Loti!!!!

Well, here we all are with our beautiful Lotuses and smiling faces, in the infield to turn 9 at Portland International Raceway, letting everyone know that we were all having a great time! Most of the ELCC members are sitting just to the right of center in the middle of the group. 21 club members attended though not all are in this photo. 17 Lotuses belonging to club members are in this photo. Considering the size of our club, this was a remarkable representation for ELCC. If you would like a print of this photo, see the editor's column on how to order.

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*Reprinted from the July 27, 1993 Journal American*

**BARRIER BUYS 4 MORE LUXURY DEALERSHIPS**

Luxury sportscar dealer Jimmy Barrier has purchased the Jaguar, Porsche, Audi and Lotus dealerships, increasing his Bellevue holdings from five to nine franchises. Manfred Knauf, who currently owns Bellevue Jaguar Porsche Audi Lotus, said Monday he has sold the entire four-franchise dealership to Barrier so he can concentrate on running his Tacoma luxury used car dealership.

A sale agreement was reached in late June, but awaits approval from each of the car manufacturers, Knauf said. Such approval could take up to three months, he said.

Barrier could not be reached for comment Monday. According to Knauf, Barrier met with the 43 employees at Bellevue Jaguar Porsche Audi Lotus for the first time on Monday.

Barrier, 49, has operated Barrier Motors since 1985, first selling Mercedes-Benz models and then adding Infiniti in 1989, Rolls Royce in early 1991 and Volvo and Saab in 1991. He purchased the Volvo and Saab dealerships from Bel-Kirk Motors in Kirkland.

"Jimmy and I talked about this six years ago," Knauf said. "I said at the time that I wanted to keep them. But the commute was getting harder and harder."

Knauf has run what began as Bellevue Jaguar since 1987, commuting from his Tacoma home. For 29 years, he has owned European Motors in Tacoma's Lakewood area, where he sells and services used Jaguars.

In 1988, Knauf moved Bellevue Jaguar from 116th Ave. N.E. near Overlake Hospital to its current location on N.E. 24th St. near 148th Ave. N.E. The next year, he purchased the Porsche Audi dealerships located nearby and consolidated them at his current site. The Lotus dealership was purchased last year.

Knauf said he and his wife wanted to relocate to the Eastside, but couldn't get the house they wanted or a job transfer for his wife, so they've remained in Tacoma. He said he looks forward to expanding European Motors into a dealership that sells and services a variety of used car luxury models.

Meanwhile, he said he expects Barrier to keep the current location for the Jaguar, Porsche, Audi and Lotus dealerships and to retain the current staff. Knauf said he would spend time working with Barrier during the transition. "He's the only individual I could think of to hand it over to," Knauf said. "He has high standards and a good name in the community. He certainly would carry on my tradition and my standards."

**NEWS FLASH!!!!!!!**



**Johnny Herbert drove his Team Castrol Lotus to a fine fourth place finish in front of the home crowd at the British Grand Prix. The last time a Lotus finished in the points at Silverstone was in 1989, 5th, Nelson Piquet.**

"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*

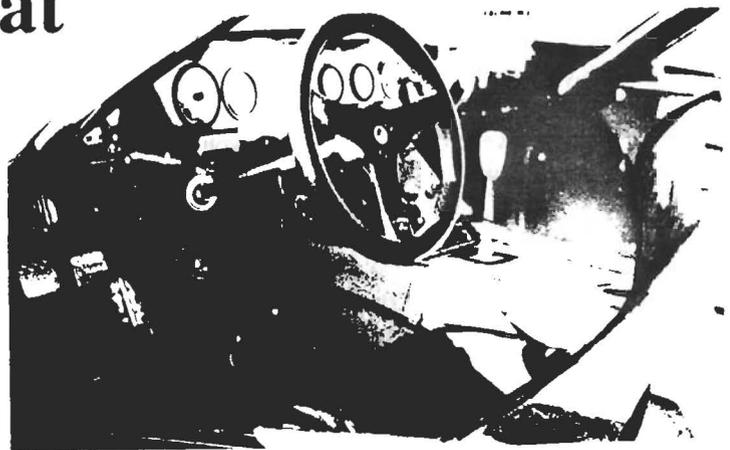
## CHAIRMAN'S COLUMN

It is now the first week in August and I have the task of remembering all of the events that took place in the month of July and to recount the highlights to all of you, as well as thanking all of the club members who helped make these events not only possible, but a great success as well.

The July events included the Lotus Convention in Portland, the Western Washington All British Field Meet, and a super general membership meeting/BBQ at the home of Don and Sheila Anderson.

The convention was great fun. There is an excellent article on the event by Jess and Eddie Marker, so I won't cover the same material twice.

What I will talk about was a meeting that was held during the convention that covered the topics of club insurance, information on Lotus automobiles, and where the next convention will be. This meeting was attended by the leaders of the various Lotus Clubs on the west coast. The consensus from the meeting was that the west coast clubs should band together in the acquisition of insurance. It was felt that as a group that our buying power would be better than any one of the clubs could do alone. This is especially important to us as we are a relatively small club and insurance costs to us would consume most of our budget. The nice thing about the proposal was that all of the clubs will keep their autonomy, so that our membership does not have to join another organization for us to get insurance. The second topic had to do with the editors of the west coast Lotus Club magazines getting together on ways of sharing information. The ideas that were presented would allow quicker access to other Club calendars as well as other information that will be of benefit to all of the members of various clubs along the west coast. There was even a presentation from a gentleman to start a computer based Lotus information network. This idea, while it had some merit, was tabled until the author actually acquired a computer and learned how to use it as well as finding out what various information exchanges were already in place through systems such as Prodigy and Comp-u-serve. The third item was the discussion of who, when and where would the 1994 Lotus convention occur. The hope for 1994 will be that Lotus West will host the West Coast Lotus Convention. The representatives from Lotus West could not commit their club to this task, as they did not have the authority to do so. The Golden Gate Lotus Club stated that if Lotus West found that they could not host the convention, that they, Golden Gate Lotus Club, would. The convention will be in sunny California next year, either down around Los Angeles, or up



around San Francisco. When I know I will let you know. The All British Field Meet was also held in July and from all accounts that I heard, weather aside, it was an excellent event. This year, for the first time in recent memory, members of the Evergreen Lotus Car Club participated in the actual organization of the event. A great amount of personal thanks go to the following members: Jim Taylor, who wrote and administered a computer program that took care of all the scoring for the trophies. Jim spent most of the day with his face buried in the key boards so I doubt that he got to see much of the event; Shirley Urquhart designed the ground rules for the event awards, so that scoring was fair to all of the clubs and assisted Jim; and Susan Hagaman who spent so much time on the phone gathering items for the goodie bag and for door prizes that I think she got a califlower ear! Finally, I want to thank all the club members who attended the BBQ party at the home of Don and Sheila Anderson who helped stuff the goodie bags. Gee, I never seen so many of you move so fast in your lives! The effort was well worth it as the other members of the British car community were very impressed with what the Evergreen Lotus Car Club had accomplished. I am also pleased to report that our club tied for first in two categories for best the club display! No, we did not take home the trophy as it was decided to draw straws among the clubs that tied for the awards. We unfortunately drew the short straw both times! That does not take away from the fact that we were recognized by our peers as having an outstanding display and we will always be proud of that. Next year there will be no ties, that award will be ours!

The club meeting and summer party at the home of Don and Sheila Anderson was great fun. Don had a guest speaker talk about a competition for human powered submarines held down in Florida earlier this year. They had a sub their for us to investigate and, boy, did I get some ideas in the use of carbon fiber for my Lotus race car! The food was great. Don cooked up some outstanding BBQ Ribs, hot dogs, and hamburgers in all its flaming glory! Thanks again, Don and Sheila for the great party.

The next items that I want to cover are the up coming events for the club and then to answer some questions that were asked by a club member that will be of general interest to all of club members.

The one event that I want all of you to attend is the club picnic which will be held this coming Saturday at my house. Good food, fun , Lotuses, videos, and stories will abound. You are all invited so please attend. There are directions, info elsewhere in this issue.

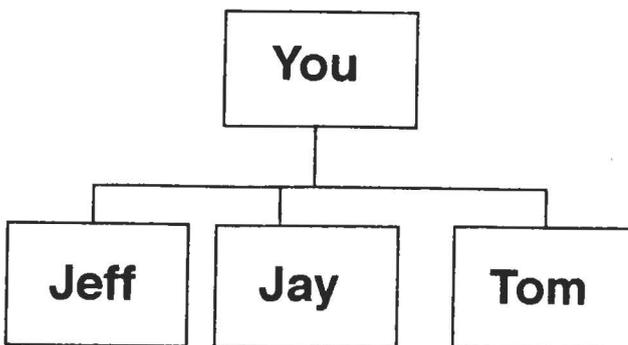
A club member at a recent function asked me why did we stop the club business meetings that we started earlier this year? My answer covers many reasons. First, the meetings were not well attended and by the third meeting their were only four people who attended and it was very difficult to arrange a meeting place in a restaurant with such a low attendance. I wanted a neutral site and a restaurant seemed to be the natural choice. Homes tend to work better for social occasions and I wanted these meeting to accomplish something, hence the other reason for the restaurant site. I also wanted a situation where people would let their guard down and speak freely so that we could build a club that was responsive to all of its members. The other problem that I saw developing from these business meetings was that club policy would be developed by a very select few that chose to go to these meetings. I have seen this problem happen in other clubs to the point that those who attend the business meetings

control the type and style of events that the club would have and yet these people would not even attend the events that they authorized. It progressed to the point that these folks would only attend the business meetings so that they could maintain their degree of control and that those people who attended the events had no say in club policy at all. What I did not want to occur is to have a business meeting comprised of people who liked only one thing, say technical sessions, for example, to exclude from the club such events as autocrosses, tours, and parties because that type of event did not interest them.

I found that if we take a few minutes at each club general membership meeting to go over any club business at that point we get a great cross section of different opinions expressed and that a good decision can be made from that. I must remind all of our club members that the reason that this club puts on a variety of events is that while all of us share a common interest in the Lotus automobile, we will express that interest in different ways. Some members like to race their cars. Others like to show them. Some members like tech sessions. While others like to take their cars on club tours to the ocean or to the mountains. Some just like to gather at a members home at just look and talk about them.

The point being that while our individual interest may vary, the collective interest of all of our members enrich all of our lives and I feel that is what this club is about.

## Our organizational chart



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# FOR SALE

### FOR SALE:

1979 Commemorative Edition Esprit #010: 40,000 miles, Delorotos, stainless steel headers, Halon Fire suppression system. Epsilon wheels on car with original wheels and Dunlop tires, also. Mechanically excellent, new front lower control arms, bushings, shocks, bearings and brake rebuild. New rear shocks and brakes. Also have original carbs, intake manifold and exhaust system. Needs cosmetics and paint. \$17,500. Call Maury at 206-668-4146.

### FOR SALE:

1969 Elan S4: Weber head. Many new parts, stainless steel fuel loom, brake line and clutch line. Brake rebuild, caliper rebuild, new muffler, stainless steel exhaust, new soft top. Needs fiberglass work and paint. \$13,500. Call Maury at 206-668-4146.

### FOR SALE:

1974 Lotus Elite: yellow, newly rebuilt motor, runs and looks good. \$6,000 or best offer. Call Claude Whitman at 630-8115.

# FOR SALE

# FOR SALE

# Between the Lines

*"ELCC members should be very proud of themselves as we made our presence known at both the Lotus Convention and the WWABFM."*

by Susan Hagaman

Last month I was bemoaning all of the events that would be taking place in the month of July this year. I thought I could take a breather after the ABFM/autocross weekend but no such luck. Had to get cracking on this newsletter then get ready for the club picnic that Kenny and I are hosting. Now I look ahead in the months to come and notice that there is still a lot of upcoming events but the most important difference is that there is more breathing space between them. Thank goodness!

First up is the Annual ELCC Club picnic on the 14th of August at our humble adobe. Bring your Lotus as we have lots of off street parking for it and some members will probably partake of the very popular "pick a key" test drives. One very important criteria must be pointed out on this since we live in 'suburbia' and not out in the tulies, you must be very cognizant of the posted speed limit. If you want to put the hammer down you'll have to go out on the freeway which is close by. We'll have the volleyball net set up for volleyball and badminton, croquet, a very informal game of baseball and a surprise event. The club will be buying the pop and the hot dogs and buns so items needed for the potluck meal will be appetizers, salads, chips & dips, side dishes, desserts. Please make sure you bring enough food to feed 12 people.

On Labor Day weekend is the Portland All British Field Meet at PIR. If you couldn't attend the one a week ago here in Bellevue, try to make this one. More info elsewhere in the newsletter.

The ELCC General Membership Meeting will be on September 25th at Phantom Restorations in South Seattle. Club member Randall Fehr has organized a shop tour, a presentation on Lotus restoration and the unveiling of a club members freshly restored 1963 Elite. Afterwards, we will gather at a local eating establishment to enjoy dinner together finishing up another fine ELCC day.

Ideas for October/November: Tour to Issaquah to Gilman Village, have lunch then stop over at Boehms candy shop then caravan (hill climb) up to the Little Alpine Museum, a local resident who has a collection of turn of the century memorabilia as well as a collection of antique and vintage automobiles, the newest being 1923!

## LOTUS CONVENTION

If you missed this event, shame on you!!!! Kenny and myself had a great time, even without the autocross, and I am sure everyone else that attended did, too. 120+ people attended the convention and ELCC members turned out in force. 21 were there (not bad for a membership of 80) with 17 ELCC cars there out of the approximately 60 Lotuses at the convention. Dave Alford of Club Lotus Northwest chaired the convention and did an admirable job considering the short time frame he had to work with along with all of the other hard working CLNW members. He even lead all of the tours held right before the convention! Though is was a big disappointment that there was no autocross, after we got home I realized I didn't even miss it. We had lots to keep busy with and neat Lotus people to talk to. Next year's convention will probably be in L.A. or San Francisco They haven't decided yet but I am sure they will let us know! One of these years it will be *our* turn so keep that in mind (probably 1995). Everyone seemed to enjoy the convention being held in conjunction with the vintage races as it give you something to do all day and other car oriented people got to look at our Lotuses. If that holds true, a convention up here would probably be held in conjunction with the vintage races held on the fourth of July at SIR. It's just that SIR is a "dump" compared to PIR and not very user friendly. Anyway, more of this fun event is printed elsewhere in the newsletter. in an article by Jess & Eddie Marker elsewhere in this issue.

## WWABFM

Can't tell you much on this as Kenny and I were not able to attend. Hopefully, a club member who attended this event will write an article for LOTUS LINES so other members, like myself, will know what went on. I contacted a few people that were there that weren't busy helping out in other areas but got no response. I can't keep asking the same people over and over to write articles. Any takers?

I attended the party on Friday night along with the other 200 plus people there and had a blast helping hand out all of the door prizes I had procured. There was so many that they had to continue handing them out on Saturday. The room was kind of on the small side, then it started raining so you couldn't go outside but the food was good! I heard at the meet we had a good display (yeah!), it rained(boo!), found 10 prospective members (great!), and the balloting of the cars went well (alright!) but not the voting for the club displays(darn!). ELCC was in contention for two of the three categories but was tied with other clubs and lost out on some crude tie breaker both times! One club won two(!) out of the three trophies which was not suppose to happen. 13 clubs were eligible so I thought we did real good considering it was a last minute effort as the original club display plans fell through. I AM REAL PROUD OF YOUR SHOWING, ELCC!!!!!!

*Between The Lines Continued*

There was a meeting of WWABFM organizers on the 2nd of August to discuss this year's problems and new ideas for next year. Next years event will be tied into a charity (not chosen yet) which should open a lot of doors, will be on the 23rd of July (hopefully it will not rain), a better way to hand out the trophies at the end of the day is in the planning (so it doesn't take so long), and better organization when you come in the front gate. The WWABFM committee was very appreciative of our clubs help in the following areas: marque club balloting; hats off to Jim Taylor and Shirley Urquhart; Goodie bags & Door prizes, myself and Goodie Bag stuffing, the whole ELCC gang! ELCC helped out a lot this year and we need more people to help out next year.

You'll see in this issue I have included reprints of Lotus USA's "LOTUSPORT" race report. As you can see, a lot has been going on with the Lotus Turbo Esprits in the racing world. Hopefully, they won't give up and will persevere and go after those Porsches!

1993 Lotus Group Photo-8 x 10 \$15, 11 x 14 \$25, 16 x 20 \$45. Price includes shipping. Mail order to: Philip J. Tanner, 6207 N.E. 75th Street, Vancouver, WA 98661 (206) 693-8740

**LOTUS CONVENTION PHOTOS-by Susan Hagaman**

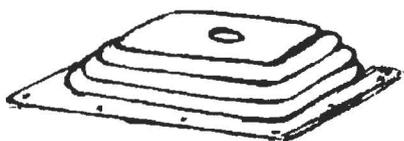
*Top Right:* The Honored Marque Lotus Parade Lap at the Norm Thompson Historic Race intermission. Looking back down the front straight at PIR.

*Middle Right:* Lotuses as far as you can see in Turn One. 7 Elans and 1 Elite. I was riding in Steve Bator's red Elan with the top down. Perfect for taking photos.

*Bottom Right:* These crazy Canadians drove all the way down from Edmonton, Alberta in their Elite, camping gear in the back! Nicknamed the RV Lotus!



**Extinct:**



Artists impression: The Europa/+2 shift boot

**Saved!**

Thanks to intensive research by the boffins at the JAE Polymer Utilization, Development and Synthesis division (PUDS—their motto: "Outa the Jar and onto the Tar") the heretofore thought extinct Europa shift boot lives! Cloned from fossilized remains, it's correct in every detail. Call for yours today! Or better yet, get two and breed your own!

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# Past Events

July

## LOTUS CONVENTION '93 RECAP

If you missed this event, shame on you!!!! Kenny and myself had a great time, even without the autocross, and I am sure everyone else that attended did, too. We all met at the Greenwood Inn Thursday evening. All of the Lotuses were parked together in a roped off area of the parking lot and tech was taking place for the track day on Friday. So everyone was just hanging out, B.S.ing and drinking awful British beer. We meet a lot of interesting people and got to see people we haven't seen in awhile like Ginger Clark (thanks for letting us use your Miata!) and Paul Chadwick, the fellow we brought the Europa from almost four years ago.

Friday it was up bright and early for the track day. The Lotus Corral was a nice large grassy area (even big enough to park tow rigs and trailers!) right behind the grandstands on the front straight of the track. It was real close to the action and we also had access to the other marque display areas nearby. Theirs were dusty and cramped while ours was spacious and clean. Kenny drove the Europa on the track, the first time in that car, and overcoming a few problems, he had a great time. First problem was that it became hard to shift at speed so he adjusted the clutch and that took care of that. Then, after the second session, he pulled into the Lotus corral and we noticed a few minutes later the left rear tire was completely flat! Jacked it up, found the hole and took it over to the tire servicing truck for the vintage racers and they plugged it right then and there! The third session was cut short as a Elan driver lost control of his car on the front straight and spun out and crunched the left rear corner when he hit the inside wall. Rumor has it he was in a pack of other Lotuses when suddenly the car in front of him slammed on his brakes and he served to avoid hitting him. He was not hurt and no other cars were damaged. The track group got chastised by the event organizers a couple of times for improper driving..... Bad Lotus Drivers, BAAADDDDD!!

Friday evening after the group photo session, we all gathered back at the Greenwood for the buffet dinner. We got to meet a lot of members from the Golden Gate Lotus Club and then later on that evening had an impromptu meeting of the heads of the various Lotus clubs in attendance.

Didn't have to get up quite so early Saturday morning as it was watch the vintage racer day and get the Lotus cleaned for the car show. After cleaning and cleaning and cleaning it was time to vote then go watch the vintage

In the afternoon all the Lotuses assembled for the Honored Marque parade lap. It was indeed quite an honor to drive around the track in front of the crowds in your wonderful Lotus driving machine. It was such a rush!

That evening back at the Greenwood Inn was the final banquet where the trophies for the car show, photo, model contest would be handed out. I unexpectedly received a special plaque for recognition of my support and help at the convention from Chairman Dave Alford. Thanks!

### Car Show Award Winners:

ELCC won eight trophies!!!

Four out of eight first Place awards!!!

#### Category One:

Late Elites/Elans

**First Place:** Jess & Eddie Marker

#### Category Two: 6's & 7's

Category Three: 11's & 9's

2nd place Don Erickson

Category Four: Elans

**First Place:** Steve Bator

Category Five: Europas

Category Six: Race Cars

**First Place:** John & Betty Hunholz

2nd Place: Susan & Ken

Category Seven: Elites

**1st Place:** Alan McWain

Category Eight: Late Esprits

2nd Place: Urquharts

3rd Place: Don Anderson

I don't want to rub it in too much but if you didn't go you missed a very fun weekend! Just ask any of the attendees and ELCC had many, in fact we just might have been the most represented club for our size. I counted 30 members present and here is the roll call:

Don Anderson	Esprit
Steve Bator	Elan Roadster
Bob Bentler	23 race car*
Bruce Bradburn	23 race car*
Bob Crichton	Seven
Terry Elmore	
Don Erickson	Westfield Eleven
Randall Fehr	Elan Coupe
John & Betty Hunholz	Nine
Jess & Eddie Marker	Elan M-100
Alan McWain	Elite S1
Peter Miles & Carol	
Maury & John Montag	Esprit S2 JPS
Ken Richins	Europa S2
Susan Hagaman	" "
Jim Taylor	Elite
Dwaine &	
Shirley Urquhart	Esprit
Gary Wood & son	Elan Sprint
Bob Morris	Elan M-100
Joe Gordon Eve Profit	Elan

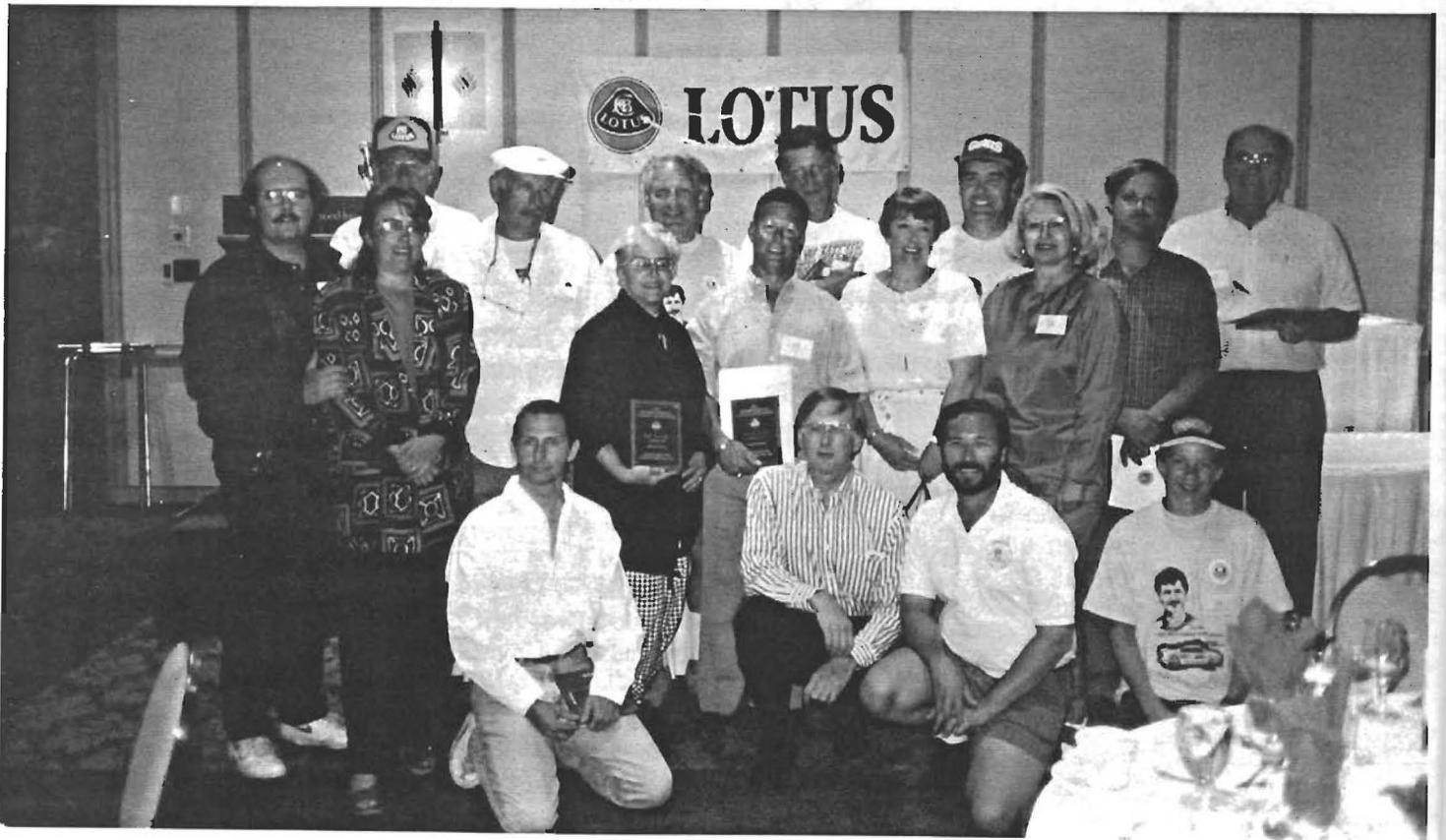
\*Vintaged Raced in the Norm Thompson Historics

This is absolutly great considering we have only 81 total members in the club and 25 participated, a 31% participation rate! WAY TO GO ELCC!!!!!!!

# MORE LOTUS CONVENTION PHOTOS

TOP: Happy and fun loving ELCC members awaiting trophies and door prizes.

BOTTOM: ELCC group photo concluding Saturday's banquet. Starting at right: Kenny, Susan, Dwaine Urquhart, John & Betty Hunholz, Gary Wood, Don Erickson, Fast Eddie Marker, Steve Bator, Shirley Urquhart, Terry Elmore, Jess Marker, Bottom row: Bob Crichton's stand in, Don Anderson, Jim Taylor and the younger Wood (sorry, I don't know his name.) Not everyone who attended made it into this photo.





THURSDAY, JULY 8

We set out for the Lotus Convention in Portland, 30 minutes late....not bad for airline folks. The Lotus is loaded to the gunwales with ice chest, coat bag, suitcase, video bag, make-up bag, shoe bag, umbrella, small box of car cleaning stuff, coats and a straw hat, uncrushed! All in the boot (trunk)!

We planned the trip with the first stop at Hawk's Prairie for breakfast. Excited about the things we would see and do over the weekend, we decided over breakfast to buy a new camera. There's a mall in Olympia, it's bound to have a camera store, so we go there.

There's no camera store at the mall! There is a Nordstroms! "Damn" I say. "I need a new top to wear to the Blue Grass party next week" says the Chief. She buys a whole outfit. We find a camera store across the street, buy a camera and leave. We're really late now, but hey, we're used to it.

We decide to get off I-5 at Olympia, cut over to 101 and run down the coast on a Lotus road. It's just too noisy on the freeway to have the hood (top) down. Not only can you not hear Sergeant Pepper's Lonely Hearts Club Band on the CD, Fast Eddie has a strong aversion to staring 18 wheelers in the lug nuts at 65 mile per hour.

The run down the coast was gorgeous, sunny and no wind except our own. The only anxiety occurred crossing the Astoria bridge. Those seagulls soaring on the updraft along the seaward side of the bridge seemed to have a bead on the little red open car. We kept a sharp eye, ready to take evasive action if necessary but made it across unmarked.

Leaving 101 south of Seaside we ran into every car buff's nightmare. 3 miles of fresh tar! Cursing our bad luck, we pressed on to Portland.

Directions to the hotel on Allen Street were excellent but we missed it anyway. When Allen Street ended, we turned around. Stopping at a service station we asked the attendant for directions. He had never heard of the Greenwood Inn. It then asked if he had any tar remover for sale. He didn't know that either. Four blocks of backtracking and we arrived at the hotel and checked in.

The parking lot in the back was full of Lotuses! Now this is more like it. There's even a bunch of ELCC folks standing around kicking tires and telling lies. Convention

## JESS & EDDIE'S 'EXCELLENT' ADVENTURE

by Jess & Eddie Marker

photos by Susan Hagaman

registration was simple and quick although all of the free food had been scarfed up by the time we arrived. We'll skip Nordy's next time. We had dinner, went to the room, bought an in-room movie and fell asleep. I hope Kevin was able to save Whitney.

FRIDAY, JULY 9

Eddie is awakened by the roar of race cars that seem to be right outside the window. She jumped out of bed, threw open the drapes and surprised thousands of happy commuters on the freeway. The drapes slammed shut and we went back to sleep. By the time we left for the track, ours was the last Lotus in the parking lot.

At the track we were directed to the Lotus corral. What seemed like hundreds of the little jewels sat gleaming in the sunshine. And if that wasn't enough, the pit area for the vintage car races is an absolute wonderland of historic cars. As luck would have it, we arrive during one of the Lotus track periods so we head for the grandstands. Sure enough there's a whole gaggle of Lotuses blasting around the track in various states of control. It's a scream to watch and we video tape some of the action.

Friday's schedule is pretty loose, mostly involving the track sessions for the marque clubs and practice sessions for the vintage racers. We hear that the Lotus drivers are in deep kaa kaa with the track officials because of some over exuberant driving in the first session. They have been "counseled" and have sworn to conform, as best they can, to the coolness of Porsche Club members even if they are wearing t-shirts instead of Izods.

The last event of the day is the group photo which is to be taken after the final practice session. We leave the parking area according to year and type of Lotus and are staged to cross the track to the infield for the picture. There are two Elan M-100's and we are taken out of line and held back. As we wait, our anxiety builds. Have we been discontinued? Maybe we have to wait 'til next week for the Isuzu convention. Finally we are placed at each end of the last row, sort of like punctuation marks. They take the picture and we go back to the hotel for the buffet dinner.

## JESS &amp; EDDIE'S 'EXCELLENT' ADVENTURE CONTINUES

At the hotel, the parking lot continues to be the center of our social life. Tales of battle, courage and triumph from the track sessions permeate the conversations. Dwaine has the Canadians convinced that his Chevy powered Esprit is a 1994 factory prototype and Maury has made an offer on almost every Elan in sight.

After dinner we wound up in the hotel bar which turned out to be the local weekend body exchange! Most enlightening.

## SATURDAY, JULY 10

We arrive at the track early, about 15 minutes earlier than yesterday. Today is a big day. The vintage racers will be "racing", the casual concours is scheduled along with the parade lap for the entire Lotus contingent. The evening finishes with the banquet.

We park our red Elan M-100 next to Steve Bator's red Elan S2. They make a nice pair. As we watch the vintage racers, Maury convinces fast Eddie that we will probably lose a couple of Lotuses on the parade lap due to the extreme speeds and difficulty of the track. He says it always happens. She believes him. Funny, she never believes me!

Before the parade lap, we look at all the lotuses and try to vote for our favorites in each of the concours categories. It is not an easy task. They are all winners!

After finishing that task, they call for us to line up for the parade lap. The line snakes through the pit area all the way around to the race staging area. We are at the end again and haven't even left the parking lot. There are now four M-100's. It is hot and we have to sit through another race before moving into the staging area. Finally we get there and wait some more.

Cecil B. De Marker has decided to video tape the parade lap and spends her time fiddling with the camera. I worry about the car starting when it's time to go, wishing I'd swapped the Exide for a Diehard.

Finally the first cars start moving. Eddie tapes away as the cars ahead of us pull out and before you know it we're moving. A quick blast up the straight gets us to about 70 mph. The crowd is screaming so loud I can't hear the engine. No. Wait. It's Eddie screaming! Between shrieks it sound like "Slow Down!", "Watch the corner", "You're too close." Can you believe it? My one moment of glory and I'm getting free driving lessons from Stirling Marker herself. Mercifully, the event lasts just one lap and we're back in the parking lot.

After that excitement, we head back to the hotel to "spruce up" for the banquet. It turns out to be a very festive affair. The foyer has the photo, model and collection entrants displayed for voting. The banquet room is decorated in yellow and green balloons. Dinner is a Turf and Surf special with steak and salmon. Everyone is in a great mood.

After dinner we begin the serious business of passing out door prizes, and there are some excellent items. There are also some real dogs. Dave Alford, the organizer/chairman for the event displays the goodies as the numbers are drawn. Ed and I make it through most of the wuffers. She is heard to utter a prayer, "Please Lord, don't let me win one of those boxes of Road Kill Helper."

I score first with a four wheel balance at a Portland tire shop! Great! I drive the car down here once every 8 or 9 years easy.

Ed fares better and wins a pair of Hot Shoes. A fine treasure we are told. "They are like sneaker s nut are designed for driving sports cars with itsy bitsy pedals." someone remarked. I become somewhat interested and begin plotting a way to trade the wheel balance to the Eddster for her Hot Shoes.

Presenting the plaques for the concours finishes next on the agenda for the evening. We are stunned to get "Best in Class." Since we are the first category, I forgot to pull out the acceptance speech that I worked on all afternoon. Instead, I stumbled humbly to the podium, mumbled something totally incoherent, and beat a hasty retreat to the safety of our table. ELCC members took home a hefty share of the hardware presented, a real tribute to our club, our member and of course, of cars.

We went to bed tired but very happy!

## SUNDAY, JULY 11

We had planned to skip the track and head north, take a quick run up to Mt. St. Helens, and then go home. The wheel balance and Hot Shoes changed our plans. The tire company the had donated the prized has a truck at the track for the race cars. We are to report to the man on duty.

By now I've convinced Ed that we can probably trade the wheel balance for a t-shirt which would look great with one of her outfits, maybe even the Blue Grass party! The tire guy goes for the deal and the Hot Shoes are mine! They will be sent to our home we are assured.

By now it's time for the Sunday parade lap. No video camera this time! We hold back as enter the track to get some room and this time hit nearly 100! Now we're both screaming! What a rush. One quick lap and it's over.

We say our good-byes and head for home. It has been one heck of a weekend for a couple of first timers. We can't wait until next year!

*Many thanks to Eddie and Jess for writing this article for LOTUS LINES on their view of the convention. I persuaded them into writing it while we were in the cocktail lounge after the banquet Saturday night. After a few drinks (and some arm twisting) they said "Yes, I think.....". -ED.*

# Upcoming Events

AUGUST/SEPTEMBER

## ANNUAL ELCC CLUB PICNIC

**SATURDAY, AUGUST 14th 3:00 pm at Ken & Susan's**

### FOOD, FUN, GAMES AND LOTUSES!!!

Bring your baseball glove, your volleyball/badminton shoes, your croquet game plan, food, hunger, and your LOTUS to ELCC's fun loving annual picnic! This year's edition will be held later in the day so as to avoid the heat (if there is such a thing this year) and as to not break up your day. Think of it as an early dinner. The BBQ will be fired up and the club will be providing the hot dogs, buns and pop so club members are asked to bring appetizers, chips & dips, salads, side dishes and desserts to round out the smorgasbord. Please bring enough to feed twelve people. If you have any questions call Susan at 827-3223 after 4 pm.

There is plenty of room for parking so bring that Lotus and participate in the popular "car swap". All that we ask is that you obey the speed limits (25 mph) and the freeway is nearby if you want to put the pedal down.

A mystery event will take place that everyone will be able to participate in to try to win a nice trophy. If you took photos at the Lotus Convention/WWABFM bring those along to share with your fellow members. Those of you who attended the Lotus Convention, we hope to have your poster to give you.

#### NOTE CHANGE OF TIME TO 3 PM!

Ken & Susan's address is 13020 NE 80th St. Kirkland. 827-3223

**DIRECTIONS TO KEN & SUSAN'S:** From 405 Southbound take exit #17, N.E. 70th Place. Turn right at the signal, go over the freeway, turn left at the next signal (116th Ave. N.E.) Follow the road around the bend where it will turn into NE 80th St. Go just over a mile and their house will be on the left, second one after the school playground. From 405 Northbound take Exit # 17, N.E. 70th Place. Turn left at the STOP sign, go straight through the signal (NE 70th pl) Follow the road around the bend where it will turn into NE 80th St. Go just over a mile and their house will be on the left, second one after the school playground. LOOK FOR THE ELCC CLUB SIGNS!

## SEPT. GENERAL MEMBERSHIP MEETING AT PHANTOM RESTORATIONS

30 South Horton Street, Seattle

Saturday, September 25th, 1 pm

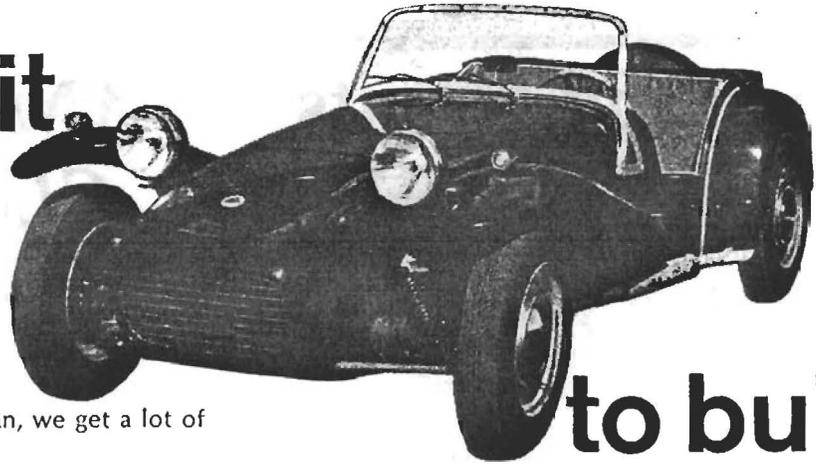
*Shop Tour, Lotus Restoration Presentation*

Phantom Restoration owner Greg Soter and ELCC member Randall Fehr have graciously opened up the shop's doors to give ELCC members a tour of the shop and a presentation about restoration of the Lotus automobile. If you have seen Randall's dark blue Elan coupe you know what a superb job they do. Also, the big event of the day, will be the unveiling of the newly restored 1963 Elite of club member Maury Montag. So come on out. Afterwards, we will gathering at a local eatery to order dinner off the menu. Hope to see you!

**Shop phone is 622-7469**

**Directions to Phantom Restorations:** From I-5 head west on the West Seattle Freeway (Spokane Street viaduct). Take the Fourth Avenue South Exit (comes up quickly and is a hard right). Go down the ramp and take a left turn at the first stop light onto Horton. Proceed west. Phantom Restorations is a red building on the north side of the street. There are no exterior signs or markings. Look for the ELCC club sign.

# How to get the kit



This ad appeared in the July 1964 Car & Driver magazine. Look at those prices! Give me the competition package! Let's see, how much did I make an hour back in '64?  
Submitted by Don Erickson

# to build your own LOTUS 7.

Every time we advertise the Lotus Elan, we get a lot of letters.

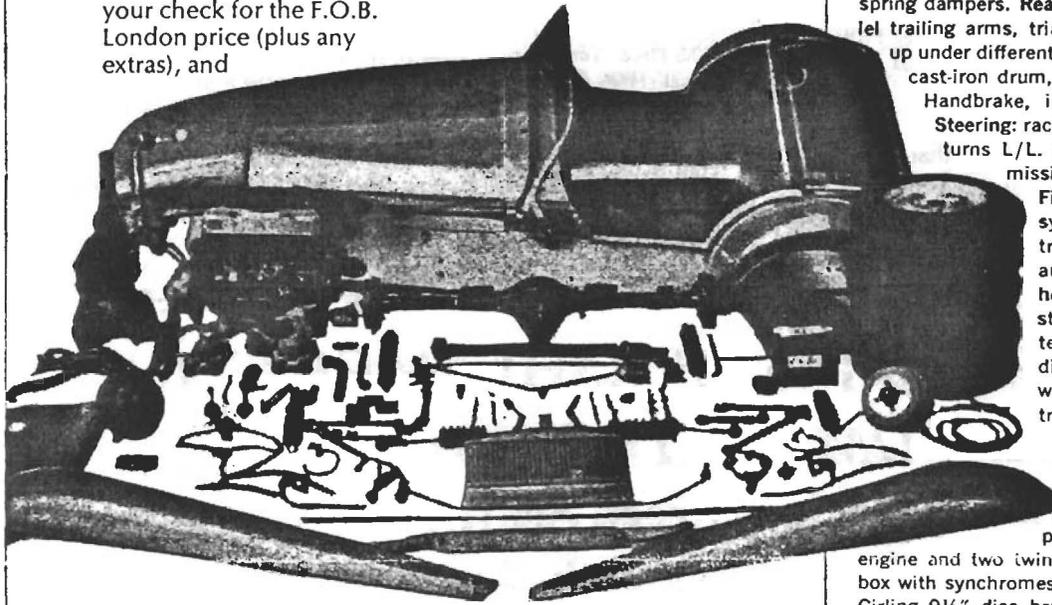
A surprisingly large percentage of them ask about a car we don't advertise: the Lotus 7.

Perhaps the reason is that anybody who's seen the 7 can't forget it.

It's a good-looking car. Almost in the classic tradition.

Practically everybody who asks about the 7 wants to know how to go about getting one in kit form, the way they're generally sold in England.

This is to let everybody know that, yes, you can get a kit here. Very easily. Just fill out the coupon below, attach your check for the F.O.B. London price (plus any extras), and



**LOTUS STANDARD 7:** Chassis: spaceframe with stress-bearing aluminum propeller-shaft tunnel and floor. **Bodywork:** glass fiber nose cowl and wings, aluminum body panels, soft top. **Front suspension:** independent wishbones, anti-roll bar, coil-spring dampers. **Rear suspension:** proprietary axle with parallel trailing arms, triangulated "A"-bracket with apex picking up under differential, coil-spring dampers. **Brakes:** hydraulic cast-iron drum, 7" x 1 1/4" in rear and 8" x 1 1/4" in front. Handbrake, independent mechanical, operating rear. **Steering:** rack and pinion, straight steering column, 2 1/2 turns L/L. **Fuel:** 5 1/2 gal., mechanical pump. **Transmission:** hydraulic 7 1/4" single dry-plate clutch.

**Final drive:** 4.5:1 hypoid bevel. **Electrical system:** 12V. Coil and distributor with centrifugal advance and retard. Generator with automatic voltage control. High-frequency horn. Instrument lights. Electric wipers. **Instruments:** speedometer, oil pressure, water temperature, ammeter. **Wheels:** 5 steel discs with 520 x 13 tires. **Dimensions and weight:** wheelbase 7' 4", front and rear track 3' 11", length 12' 0", height to scuttle 2' 4", width 4' 8", ground clear 6 1/2", weight 950 lb. With 105E 997 c.c. Ford engine and twin S.U. carbs, \$1,987.66, F.O.B. London. **SUPER 7:** New Cosworth prepared Ford 109E 1340 c.c. main-bearing

engine and two twin-choke Weber carburetors, 4-speed gearbox with synchromesh on all forward ratios, 4:1:1 final drive, Girling 9 1/2" disc brakes fitted in front, tachometer, electric radiator fan, wood-rim steering wheel, flared front fenders, \$2,333.00, F.O.B. London. **EXTRAS:** Competition package of close-ratio gears installed and five Dunlop R6 racing tires \$285, heater \$75, and tonneau cover \$35. **P.O.E. NEW YORK CHARGES:** Transportation and insurance (approximately \$100), combined duty and excise tax (approximately 16 1/2% of overseas purchase price) and minor brokerage charges. Freight charges from P.O.E. are C.O.D. Delivery about 60 days. **IF WE ASSEMBLE AND PAINT,** that's \$250.

when the car arrives send another check for the charges at P.O.E. New York. You'll get a big box with all the parts. And step-by-step instructions written in American by a guy who built one.

What does it take to build a 7? About 20 hours and basic American hand tools. No cutting, no welding, no riveting.

What you're building is one of the most exhilarating cars on the road. If you've ordered the Standard 7, you go from 0 to 60 in 10 seconds with top at about 90.

If you decide on the Super 7, 0 to 60 is only 6.9 seconds and top is around 110 mph.

Check the options in the following specs. Then decide: are you a Lotus builder?

A nut-and-bolt job.

**LOTUS/NEW YORK** 342 Madison Avenue, New York, N.Y.

Please order the following for me from Lotus, England:

- Lotus Standard 7 kit @ \$1,987.66, F.O.B. London  
 Lotus Super 7 kit @ \$2,333.00, F.O.B. London  Tonneau cover \$  
 Competition package \$285  Heater \$75  Assembly/Paint \$

My check for the total of \_\_\_\_\_ ordered above is enclosed.

On arrival at P.O.E., New York, I agree to pay transportation, insurance, duty, excise tax, and brokerage charges.

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

If a minor, authorization from parent or guardian must be enclosed.



## Long day at Lime Rock

**May 31, 1993**

After finishing 1-2-3 in the first IMSA Bridgestone Supercar race in Miami and 1-2 in the second race in Atlanta, the LotusSport team had a harder day at Lime Rock.

It started with promise. David Murry, in his Elans of Connecticut Lotus, qualified second behind Hans Stuck's Porsche. Then Stuck picked a blue ball, as he had at Atlanta, which, under new IMSA rules, inverted the top four qualifiers.

So David started third behind Nick Ham and Hurley Haywood in Porsche 911-Turbos, then Stuck, Sean Roe in his Corvette LT-1 and Doc Bundy's Lotus, sponsored by Summit Lincoln-Mercury-Lotus in 6th. Andy Pilgrim started 11th. Steve Hansen, in his second professional race, started 14th in the International Surgical Systems Lotus.

At the start, Doc lost turbo boost and fell two places. The boost rose and fell during the race, making it an interesting ride.

David got by Haywood and went after Ham. Ham wasn't going fast.

David said, "I could make a good run at him off the last corner onto the straight. I tried to get by him, but he got very wide on the straight, and I didn't have the power to blow by him."

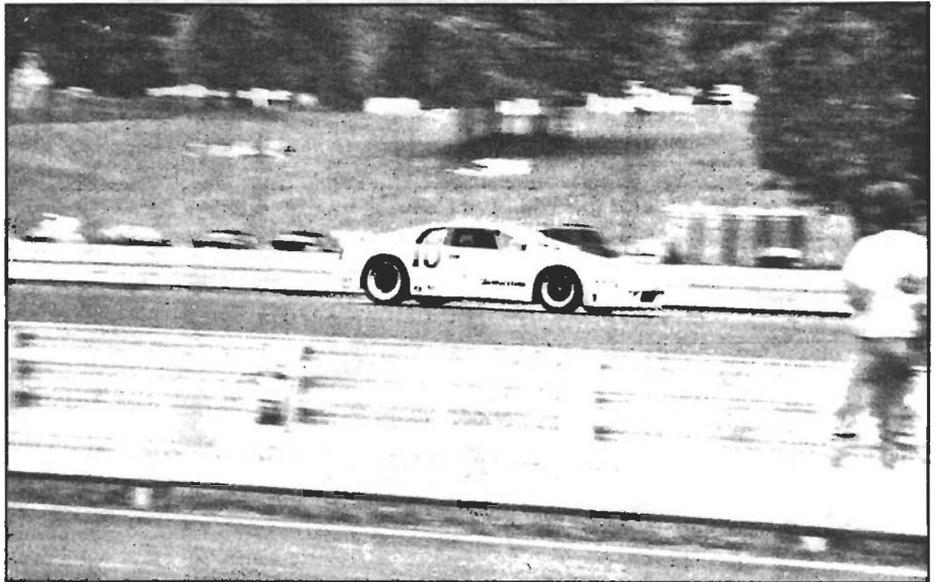
Doc said, "We ran in a train for quite a while, eight or nine cars, nose to tail."

Then Stuck passed Haywood. Doc got by Roe's Corvette.

Then Doc lost his clutch.

"Sean told me after the race that he had a problem with his brakes. He nailed me in turn one. It knocked me sideways. It was a thrill for a minute. Then my clutch went out.

"Luckily, at Lime Rock, you can get by with 3rd and 4th gears"



No. 10 at Lime Rock

He could keep up with Haywood, "but I couldn't make any substantial moves on him."

Mike Gagliardo, driving a fine race in his Pontiac Firehawk, came up through the field to pass the Corvette, then Doc and Haywood. He got by David once. David quickly repped him.

Andy Pilgrim was passing the BMW M5's and the other Pontiac.

Stuck won. Ham was second. David Murry came in third. Temporarily.

He received the award for third on the podium, received the congratulations of the women of Elans of Connecticut, but had it taken away later in the evening after IMSA disallowed his turbocharger.

Team owner Jack Ansley has filed an appeal with IMSA on the matter. (See page 4 for the full text of the appeal)

### And the rules change again

LotusSport was told before the race that, starting with Lime Rock, IMSA was changing the scoring to favor Porsche.

Porsche got the pole at Miami, and at Atlanta, and at Lime Rock. The 100+ horsepower advantage allows them to get the pole consistently.

Now IMSA will award an extra 5 points to the pole winner, 2 to second, making it difficult for anyone other than a Porsche driver to win the championship - even if the Porsches are beaten in the races.

Next race  
Watkins Glen  
June 27

## Racing Business

by David Arner

Lime Rock, for being one of the most beautiful places on earth, doesn't treat the LotusSport team very well. We did our best for the two new sponsors, who joined the team for Lime Rock.

David Hochberg's Summit Lotus, of Summit, N.J., was proudly displayed on Doc Bundy's car. In addition to putting the Summit name in front of the race fans, Doc and his car made a personal appearance at the dealership after the race. No wonder Summit is the #1 Lotus dealer in the USA.

Elans of Connecticut, an up-scale night club in Danbury, was the sponsor of David Murry's #14. The team held a pre-race party at the club with David's car on display and two radio stations doing live remote broadcasts. All the attention in front of the club stopped traffic on Route 7.

On the heels of the Porsche Blitzkrieg in Lime Rock, LotusSport has decided to take the gloves off. But we are looking for your support to help us with an "Allied" counterattack. Watch for details in the next issue on how you can join the LotusSport forces. Our team members will take part in the launch of our new racing apparel and merchandise line, including the opportunity to win race trips and the chance to claim one of our Lotus Esprit X180R race cars at the end of the season. Never before in the course of history have so many joined together for the defeat of the common enemy...Porsche. Join the winning team.

For those collectors and racers, LotusSport is offering the opportunity to own one of our race cars. Add it to your collection, race it yourself, or have us prepare and race it for you. If you are interested in this chance to own a piece of history, please give me a call at (404)-822-4566.



David with George, Al, and the Elans of Connecticut race team



Cash Baron and David Hochberg of Summit with Doc



David fights it out with a herd of Porsche

# LOTUS

# Lotus returns to LeMans

Two Lotus Esprits have been entered in this year's 24 Hours of LeMans, June 19-20.

In 1962, Colin Chapman vowed never to return to LeMans after the organizers manipulated the rules to disallow the fast Lotus 23 sports racer.

After over 30 years, Lotus is back.

This year, 50 cars will be selected to race from 64 that have been entered.

Thirty of the entries are in the new GT category, including Lotus, Ferrari 348's (Ferrari hasn't entered cars since 1984), Tom Walkinshaw's Jaguar XJ220's, BMW M5's, a new French Venturi supercar with Lotus-developed drive train components, a Corvette, a Camaro...and 15 Porsches.

If LeMans is a success for the GT cars, there will be a World Championship for GT cars in 1994.

The LotusSport team is headed by Hugh Chamberlain, whose Chamberlain Engineering won the World Sports Car C2 division last year with Spice prototypes.

The Esprit Sport 300's will be powered by the same engines that have been reliably propelling street Esprits for years. The 2.2 liter 4-cylinder engines have been modified slightly to produce 350 (or more) horsepower. They will have dry-sump oiling, a Garrett turbocharger, high capacity chargecooler, AP 4-plate clutch to a Hewland transaxle.

The specifications call for roof mounted oil cooler and chargecooler. AP 13-inch vented brakes, with 6-piston front calipers, will ride in 18-inch OZ wheels.

The drivers will be Ferdinand De Lesseps, Olindo Jacobelli, and Richard Piper, who won their class for Chamberlain at LeMans last year, with Peter Hardman, Thorkild Tying, and Yojiro Terada in the other car.

The cars will be sponsored by the Swiss watchmaker, Philippe Charriol.

It's amazing what Doc Bundy started three years ago.

# Doc's Column:

"You can't win 'em all!" Yeah, we've all heard it before, but when you're traveling on a high (two in a row) as we were, it's hard not to expect good results.

Things are definitely getting tougher, primarily in the political arena where we just don't possess the lobbying tools that the big manufacturers do, and we're losing the little battles that determine what happens on the track.

There has been talk already in this issue about recent IMSA rules changes that obviously favor Porsche. Well, that's not all. Bridgestone has been under pressure from Porsche to make a tire that doesn't go off after some hard laps.

At Lime Rock, Bridgestone introduced a new spec tire. In the past, tires were a big equalizing factor for us, but now the tire doesn't seem to go off much, and when it does, you cool it for a lap and it's right back.. It is a better tire, but it doesn't favor the lower horsepower, lighter car (Lotus, Mazda, etc.)

We're still running, but if IMSA does not accept the 1992 specifications for the X180R, we'll have our work cut out for the rest of the year. While we wait for IMSA's decision, we are working hard to find an edge.

P.S. Not to end this on a sour note, one very good experience was David Hochberg bringing his Summit Lotus dealership to Lime Rock as the sponsor of my car. David and his resident expert and sales manager Cash Baron were both in attendance as were several others from Summit. My visit there on Tuesday was very rewarding and ended up as one long photo session. Although we didn't have the result we're used to, David and Cash were very enthusiastic, and you might just see Summit Lotus on #10 for a while longer. Thanks guys!

**See you at  
Watkins Glen**

## IMSA Bridgestone Supercar Championship 1993

### Miami February 21

- 1) Doc Bundy Lotus
- 2) Andy Pilgrim Lotus
- 3) David Murry Lotus
- 4) Hurley Haywood Porsche
- 5) Sean Roe Corvette
- 8) Bo Lemler Lotus

### Atlanta April 18

- 1) David Murry Lotus
- 2) Doc Bundy Lotus
- 3) Hurley Haywood Porsche
- 4) Hans Stuck Porsche
- 5) Andy Pilgrim Lotus
- 6) Scott Lagasse Lotus
- 13) Steve Hansen Lotus

### Lime Rock May 31

- 1) Hans Stuck Porsche
  - 2) Nick Ham Porsche
  - 3) David Murry Lotus\*
  - 4) Mike Gagliardo Pontiac
  - 5) Hurley Haywood Porsche
  - 6) Doc Bundy Lotus
  - 7) Sean Roe Corvette
  - 8) Andy Pilgrim Lotus
  - 13) Steve Hansen Lotus
- \*pending appeal

- June 27 - Watkins Glen, NY  
TNN
- July 10 - Cleveland, OH  
TNN
- July 25 - Laguna Seca, CA  
ESPN
- August 1 - Portland, OR  
ESPN
- October 2 - Phoenix, AZ  
ESPN

Thanks to David Hochberg and Cash Baron and everybody at Summit Lotus for sponsoring Doc's car and supporting the LotusSport team at the race.

And to George Amaral and his team from Elans of Connecticut for their sponsorship of David's car.

Also to Walt Puckett who has worked hard at LotusSport and is moving on to other things.

And to Jeremy Buckingham who was left out of the last newsletter. He crewed for Scott Lagasse's No. 9 car at Atlanta Motor Speedway.

Jack Ansley

**Text of the appeal:**

To: IMSA Commissioner  
From: Jack Ansley, LotusSport, Inc.

On behalf of LotusSport, Inc. and Lotus Cars USA, Inc., I, Jack Ansley, am asking that you review the facts concerning the disqualification of the LotusSport entry of car #14 after the event at Lime Rock Park, May 31, 1993.

The official reason given for disqualification was an incorrect turbocharger. After reviewing the facts and exhibits, it will be obvious the turbocharger mounted to car #14 was in fact the correct turbocharger for this make and model of car.

The first exhibit I would like to bring to your attention are my entries. As you can see from the attached "Exhibit A", all LotusSport entries for the first race of the 1992 season were listed as 1992 model X180R's. Also, for the first race of the 1993 season they were entered as 1992 model X180R's. This is the same for the race in question, Lime Rock. They were again entered as 1992 model X180R's.

The second exhibit I would like you to consider are copies of invoices from Group Lotus, Ltd. to LotusSport, Inc., which show the car in question is in fact a 1992 X180R. This will be referred to as "Exhibit B."

I would also like to bring to your attention an article published in the Oct. 1991 issue of Sports Car International Magazine. In this article, our driver was interviewed about the differences between the 1991 X180R and the cars LotusSport is running in the IMSA Supercar series. The major points brought out were in reference to turbocharger, wheel size, and fuel injectors. After the article appeared, I received a letter from Bob Manry stating that the Porsche team had brought the article to his attention. He wanted me to explain why our cars were different to the one referred to in the article. I responded with a letter pointing out the car reviewed, in the article, was a 1991 model X180R and our race cars were 1992 model X180R's. Bob should have these letters in his file. Bob informed Porsche of the differences and there

was no further discussion. After this inquiry, Group Lotus, Ltd. furnished an explanation of the company's decision to change the specifications for the 1992 model X180R. I have included this correspondence as "Exhibit C".

In summary, I would like to consider the chain of events leading me to file this appeal.

1. All LotusSport entries in IMSA Supercar races for the 1992 and 1993 seasons have been 1992 X180R's.

2. The correspondence between Bob Manry and LotusSport concerning the difference between the 1991 model X180R, as stated by Doc Bundy in the Sports Car International Magazine article and our cars as entered in the Supercar series.

3. Invoices from Group Lotus, Ltd. to LotusSport stating the car in question is in fact a 1992 model X180R.

4. Correspondence from Group Lotus, Ltd. explaining and substantiating the changes for the 1992 model X180R.

5. The parts list from Group Lotus, Ltd. stating the part number (525.4021.603AF) for the turbocharger on the 1992 model X180R. This number corresponds to the turbocharger mounted on the car in question at the Lime Rock event.

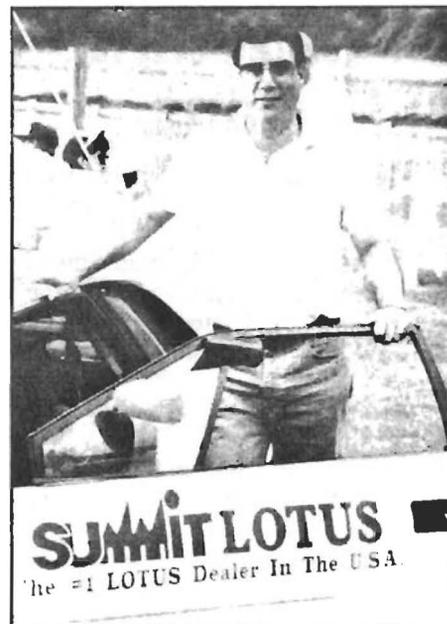
LotusSport and Lotus Cars USA are prepared to make available witnesses from Group Lotus, Ltd. that will confirm the validity of all exhibits attached.

LotusSport and Group Lotus, Ltd. are pleased to participate in and support the IMSA Supercar program. It is in the spirit of fair competition that we have decided to appeal this disqualification. Lotus is not asking for, nor desirous of an unfair advantage. But Lotus does have a need to develop its product by competing with its latest model equipment, as specified by Group Lotus, Ltd.

Thank you for your consideration of the appeal. If there are any questions left unanswered, please feel free to contact me.

Sincerely,

Jack Ansley, President



David Hochberg with No. 10

### LOTUSSPORT, Inc.

Jack Ansley - team owner  
Doc Bundy - driver/consultant  
David Amer - marketing  
Joe Grassi - crew chief No. 10  
Ed Webb - crew No. 14  
Ed Wheeler - crew No. 11  
Walt Puckett - crew No. 12  
Kyla Godden - coordinator  
Bob Patterson - newsletter

### IMSA Points Standings

#### Drivers:

1) Doc Bundy	56
2) Hurley Haywood	52
3) Andy Pilgrim	49
4) Mike Gagliardo	44
Hans Stuck	44
6) David Murry	40*
*Murry 59 with Lime Rock	

#### Manufacturers:

1) Lotus	55*
2) Porsche	53
3) Pontiac	41
4) BMW	35
5) Chevrolet	29
*Lotus 57 with 3rd at Lime Rock	



# Lotus at the Glen

June 27, 1993

Lotus came to the green hills of historic Watkins Glen with the lead in drivers and manufacturers points.

At Saturday morning qualifying, dark clouds were approaching. Rain tires were set out in the pits. It poured. Four cars came in and lined up for tire changes. Then David Murry was back in with a mysterious misfire. He didn't get a qualifying lap in and had to start the race at the back of the pack.

Hans Stuck qualified his Porsche 911 Turbo on the pole again, as he did in Miami, Atlanta, Lime Rock - thus winning his 5 IMSA Porsche bonus points. (The new rule starting with Lime Rock). But this time he pulled a red ball, inverting the first eight starters. (New rule started at Atlanta).

So he started eighth. Andy Pilgrim had qualified his Lotus 4th in the rain, so he, of course, started the race 5th. Doc got 7th and started 2nd. Scott Lagasse started 10th.

At the start, the eight cars that had been inverted tried to un-invert themselves before turn one. It was a 4 and 5-wide scramble. There was not enough room for 5-wide. Doc had Nick Ham and other tire marks down the left side of his car well before he got to turn one. "Not many cars missed me," Doc said. "Winter (on the pole) was accelerating and slowing before the start. It got us stacked up."

There was another reason for the tire marks. Last race, the No. 14 car was disqualified - robbing David Murry of his third place finish and of what would now be a commanding lead in drivers' points. So, instead of running the correct '92 spec X180R turbocharger, the Lotus team had to race with '91 spec Esprit SE turbos, cutting torque on a course that

demands torque - and giving Lotus 100 to 200 hp less than Porsche and Pontiac while carrying over 200 lbs. of lead.

David Murry drove a great race, coming from last on the grid to finish 6th. Doc Bundy lost his clutch and

got around the track mostly in fourth gear to take 8th. Andy and Scott had engine problems and finished 9th and 11th.

Stuck won, Ham second, Mike Gagliardo drove well to get from 11th to finish 3rd. - *Bob Patterson*



David moving from last to 6th

Hal Crocker photo



Rain tires go on for qualifying

Hal Crocker photo

## Fifty-one Fever

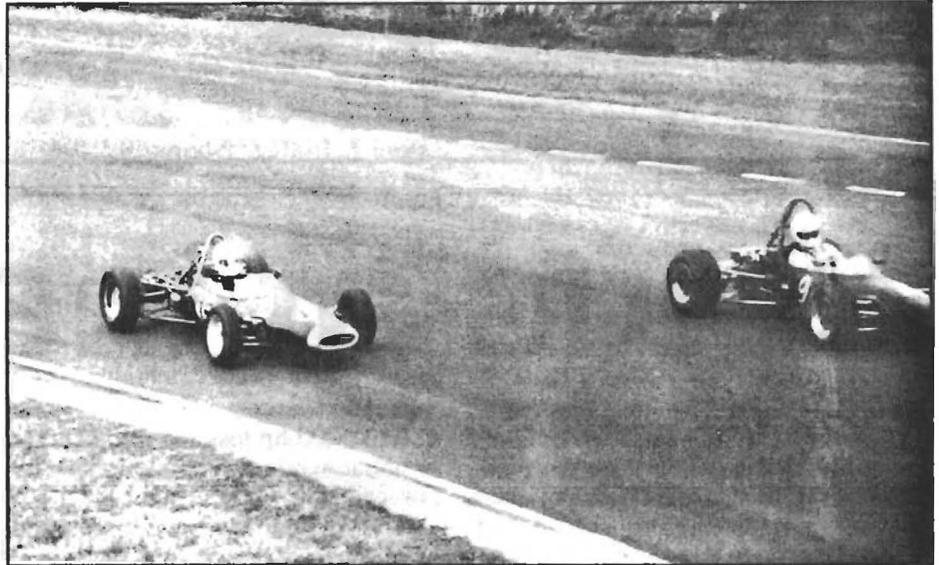
by Ed Wheeler

It is Friday AM and I am the 311th arrival at Chestnut Mountain for the Walter Mitty Challenge. The Lotus 51 nestled in the Isuzu box truck had been finished and loaded at the Lotus dock an hour earlier. Now it needed a way out of the truck. A handy clay bank by the dumpster near turn 10 provided a scenic setting for the operation.

This latest odyssey began earlier in the month at a LotusSport test session at Atlanta Motor Speedway. Arizonan Steve Hansen was tuning for the Bridgestone Supercar race in Bo Lemler's #12 Esprit. In a weak moment he sort of agreed to let me get his recently-acquired Ford running, make it a little safer, point the wheels in the right directions, and run it at the Mitty. Steve's lucky thirteenth place finish at Hampton was part of a successful weekend for Jack Ansley's Lawrenceville-based team. Back to the shop Tuesday to convince the '51 it should get out and about this weekend. An incorrect size flat right rear tire led me to Jeremy Buckingham for the proper Dunlop Vintage rubber (please replace after race with new one, thanks). A new Sears DieHard Yard Guard 12-volt did the starter lots of good, the steering was fixed, fuel cell was fitted with one-way valve, alignment was done, belly pan was secured, carb linkage was made workable, and etcetera was carried out.

So, here we are at Road Atlanta, zipping around the freshly widened and smoothed macadam. Wow. These treaded tires try to trip us. Brake bias needs fiddling and there is a bit of understeer. And the carburetor is causing the engine to miss in the turns, and it won't go into third gear, and I have to hold it in fourth and drive with one hand. Flashbacks of previous FF races come to mind.

My son Scott showed, and we managed to make the second session with little noticeable improvement in engine or tranny areas. But I kept the tires on the black part and had a great time.



Ed and Lotus inside in turn 1 at Road Atlanta



Ed goes to battle

Bob Patterson photos

Saturday was too early, but we were entertained by the other road racing fans in the Suwanee Waffle House (eastside). Long-suffering Merlyn and Spice man Bob Arnberg of Anniston, Alabama had come over for my latest comeback and was watching the watch during early qualifying. A black and gold Merlyn #75 whizzed by in the back straight like I was nailed the the track. I tucked behind and got going way too fast for turn 11. A lurid slide toward the inside wall sent dollar bills flashing by my visor and resulted in a nice recovery for seventh starting spot.

The afternoon race was a lot of fun for this mid-packer. Carb and tranny were still uncooperative, but

we moved up several spots and finished 11th overall from starting 16th.

Most exciting was dodging a real slow Vee down the hill to the turn 10 dip. Five or so Fords were dicing along when the white flag was spotted at 9, warning of the coasting Vee vehicle. When traffic sorted out, I was hard on the brakes and in the grass on the left. I kept it pointed downhill and rejoined the asphalt with one position lost. Gained were whiter knuckles, bigger eyeballs and more respect for our corner workers.

Sunday's warmup proved that carburetors and gearboxes still keep secrets from me, so we plotted race strategy by buying toy cars and old books from the AutoArt vendor.

51 continued

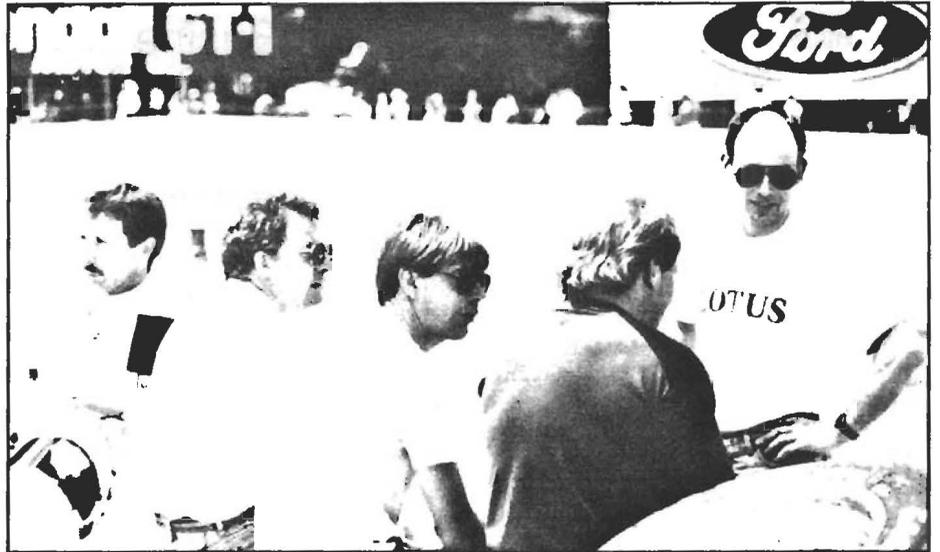
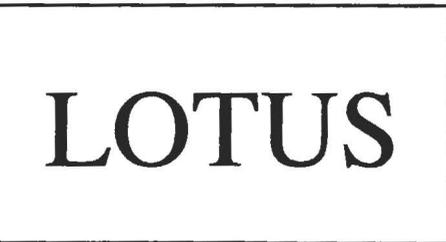
On the grid I was surrounded by a trio of Merlyns, one of which had just won the concours title overall, whipping some pretty street rides as well as other racers. The immaculate Mk 20 of Brian Elliot looked too nice to race.

We got a good start and jumped five spots on lap 1 from 17th OA, 7th in FF. But right away I knew it would be a long ten laps because engine and box wanted to go home early. I had only fourth gear after a few laps and the carb was missing in the slower turns so the back straight seemed real long after my woeful turn 7 exit speed. However, I managed to dice for third in class with the orange Titan of Jim Harrison, passing at turn 1 once and turn 6 once, but it didn't matter. Once we hit 7, he zoomed away. Missed the podium again.

There were eight other Lotus formula cars in my group. Joel Finn led a 1-2-3 sweep of class F2 with his 1963 Lotus 27 ahead of the Mk 22 models of Oliver Clubine and pole-sitter Robert McClenagan. Seventh and eighth in F2 were the 20B of Ken Alter and the 22 of Toby Bean. The other 51's in the field finished 8th and 11th in F4 with Kevin Smith and Walter Balstrom aboard. Larry Walton took home the F3 honors with his 1961 Formula Jr. Mk 20.

It's great to be open wheeling again. Maybe the Lotus factory would like to try an engineering exercise with this quarter-century old classic in SCCA races against the late model streamliners.

*Ed campaigned a Merlyn Formula Ford in SCCA races in the early 80's, then a Dodge Charger on the dirt at Lanier Raceway in the mid-80's. He has been with LotusSport for two years.*



Scott Lagasse, Roger Becker, Colin Marriott, Jack's back, Ed Aspinall



Doc squeezed in turn one - first lap

Bob Patterson photos

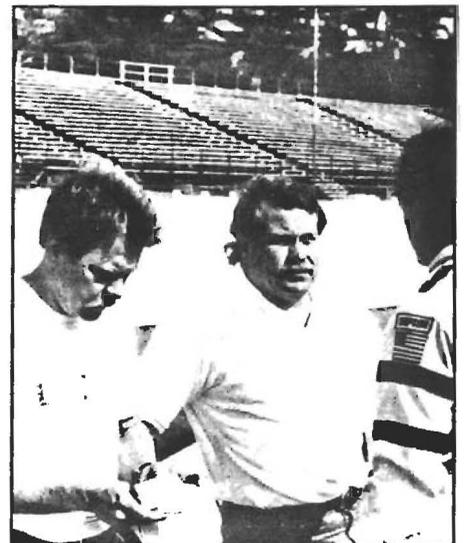
## LotuSport Goes Open Wheel

by David Arner

The LotuSport team is on the road to Indy. In September the team will compete in its first two Firestone Indy Lights races at Mid-Ohio and on the Nazareth oval. These two races serve as a test for our two car effort in Indy Lights in 1994, followed by an entry in the Indy 500 in 1995.

The Indy Lights series is the proving ground for the most talented young drivers, who have aspirations of driving at the Brickyard.

Key to LotuSport's participation is the opportunity to showcase Lotus Engineering to other auto manufacturers and potential clients.



Ed Wheeler, Jack Ansley, Andy's back

## IMSA Bridgestone Supercar Championship 1993

### Miami February 21

1) Doc Bundy	Lotus
2) Andy Pilgrim	Lotus
3) David Murry	Lotus
4) Hurley Haywood	Porsche
5) Sean Roe	Corvette
8) Bo Lemler	Lotus

### Atlanta April 18

1) David Murry	Lotus
2) Doc Bundy	Lotus
3) Hurley Haywood	Porsche
4) Hans Stuck	Porsche
5) Andy Pilgrim	Lotus
6) Scott Lagasse	Lotus
13) Steve Hansen	Lotus

### Lime Rock May 31

1) Hans Stuck	Porsche
2) Nick Ham	Porsche
3) Mike Gagliardo	Pontiac
4) Hurley Haywood	Porsche
5) Doc Bundy	Lotus
6) Sean Roe	Corvette
7) Andy Pilgrim	Lotus
12) Steve Hansen	Lotus
(David Murry finished 3rd - DSQ)	

### Watkins Glen June 27

1) Hans Stuck	Porsche
2) Nick Ham	Porsche
3) Mike Gagliardo	Pontiac
4) Larry Schumacher	Pontiac
5) Shawn Hendricks	Nissan
6) David Murry	Lotus
7) Hurley Haywood	Porsche
8) Doc Bundy	Lotus
9) Andy Pilgrim	Lotus
11) Scott Lagasse	Lotus

July 10 - Cleveland, OH  
TNN

July 25 - Laguna Seca, CA  
ESPN

August 1 - Portland, OR  
ESPN

October 2 - Phoenix, AZ  
ESPN

# LOTUS

## Racing Business

by David Arner

Now you can be part of the team without all the hard work. We are now offering memberships in Team LotusSport. Team members receive a limited edition Art Print by famed sports watercolor artist Andy Buttram, and autographed by Doc Bundy and David Murry. You will also receive one of our new LotusSport T-shirts, and a one year subscription to the LotusSport Race Report, plus discounts on LotusSportGEAR, our new apparel line.

You'll be a member of the team at the races, as well. Including access to the LotusSport Hospitality area, discounts on tickets, and an invitation to our annual Sponsors Appreciation Day.

Best of all, team members will have a chance to win Doc Bundy's Lotus Esprit X180R race car after the season is over. There are chances to win numerous other prizes, including race trips and apparel.

If you are interested in becoming part of Team LotusSport, or in our LotusSportGEAR, give me a call at 404-822-4566 for more details.

Thanks to Roger Becker, Colin Marriott and Ed Aspinall from Lotus Engineering for their help at Watkins Glen.

And to Ron Shelton for driving the big truck.

And to Jeremy Buckingham for his help. Jack Ansley

### LOTUSSPORT, Inc.

1655 Lakes Parkway  
Lawrenceville, GA 30243  
404-822-4566

Jack Ansley - team owner  
Doc Bundy - driver/consultant  
David Arner - marketing  
Joe Grassi - crew chief No. 10  
Ed Webb - crew No. 14  
Ed Wheeler - crew No. 11  
Kyla Godden - coordinator  
Bob Patterson - gofer/editor

## Doc's Column: Climbing Hills

The controversy continues. In fact, at times it's comical. IMSA confers with Porsche on what should be done about turbos on the Lotus cars.

Now seriously folks, if you were given the opportunity to equip your competition, would you suggest he runs anything that could make a race of it ...? Not!

So, that's where we are, pedaling our backsides off with a turbo not designed for these conditions (not recommended by either Lotus or Garrett - the turbo manufacturer), trying to extract every ounce of performance we can to make up for the 200-plus horsepower advantage of Porsche and now Pontiac.

This has become one loong uphill climb lately and, with IMSA wearing these blinders, the likelihood of us becoming competitive again in this series seems unlikely.

We're dealing with this whole thing on a race-to-race basis and trying to evaluate where we need to be in the future. Just stick with us friends, we'll find a way over all these hills.

### IMSA Points Standings

#### Drivers:

1) Hans Stuck	72
2) Doc Bundy	71
3) Hurley Haywood	70
4) Mike Gagliardo	64
5) Andy Pilgrim	63
6) David Murry	54*
7) Nick Ham	50

\*Murry 76 with Lime Rock

#### Manufacturers:

1) Porsche	73
2) Lotus	69
3) Pontiac	58
4) BMW	45
5) Chevrolet	37
6) Nissan	28

## WHO?

**JAGUAR OWNERS CLUB OF OREGON** invites you to bring your British Cars and join OVER 500 other British vehicle owners to share your interests with other enthusiasts. Replica cars made in England with British components (e.g. Panther) and specialty cars with British chassis and running gear (e.g. Arkley) are welcome, as are British bodied cars with U.S. engines, including conversions. The latter may not be eligible for judging.

## WHAT?

**Pre-registration entries are due on or before August 15, 1993 to be eligible for concours judging.** "On field" entries will be accepted Saturday, SEPT. 4 - 10am to Noon for **DISPLAY ONLY**

**Car Wash Facilities** are available near concession stand at PIR.

**Valve Cover Races** - qualifying times, Friday evening cocktail party at 8:30 pm and Saturday evening during cocktail hour at 5 pm. Race time Sunday 11 am. Valve cover specifications and design - contact FASPEC (503) 232-1232.

**Model Car Contest** - call Mike Pearsall for details (503) 661-0557.

**Swap Meet BOTH Saturday and Sunday** - A swap meet "vending space" or a "car for sale space" is free with your 1st car entry registration BUT ONLY if it is so indicated in the appropriate box on the registration form and received before Aug. 15, 1993. **Request for space after this date** will be required to pay the standard swap meet fee of \$30. Swap meet spaces are available for non-car entrants at \$30 each. For information call Gloria Adams (503) 244-2296.

**Photo Concours** - You may send your photo entries with your registration or bring them to the cocktail party. Available to all participants, there will be five categories with awards. The categories are: Black & White, Portrait, Club &/or Group, Humorous and Action. Awards will be presented at the Friday night cocktail party at 9:30 pm. For additional information call Dan Howard (503) 246-3289.

**Souvenir Program** - When you send us a photo of your car with your pre-registration, it will be included in the souvenir program. But, please print your name and address on the back of all photos, so they can be returned to you at the show. **Deadline:** For photos to be included in the program they must be received by August 15. **PROGRAM ADVERTISING** space is also available. Program classified ads of up to 3 lines are \$15. Contact Fred Armstrong (503) 643-5007 for this or display ad information.

**QUESTIONS? (503) 244-2296**

## SCHEDULE OF EVENTS continued

- **Sunday, September 5, 1993:** P.I.R. Gates open at 8 am.
- **Swap Meet Re-Opens** . . . 8 am
- **All British Rallye: Registration begins at 9 am.** It leaves from P.I.R. (meet at the Rose Cup Room) and ends at P.I.R. in plenty of time to enjoy the rest of the day's events. **First car out is at 9:30 am.** Designed to be interesting for everyone, this rallye welcomes both the experienced as well as the novice! So run it for fun! Trophies will be awarded.
- **British Vehicles for Sale in the Swap Meet Area** . . . 8 am to 3:30 pm. Pre-registration for free space must be received by August 15th (with your car registration) or the standard swap meet fee of \$30 will be required.
- **Model Car Concours** . . . 10 am to 3 pm. Bring your toy or model car for display. Prizes awarded.
- **Giant Slalom** . . . 9 am to 3:30 pm. Nine classes are designed to equalize all vehicles from Minis to Rolls Royces. A Release of Liability is required, as are helmets and seat belts. A limited number of helmets will be available. Participating vehicles are subject to safety, noise and technical inspections.
- **Funkana** . . . presented by the Mini Club - 10 am through 3 pm
- **Valve Cover Races** . . . Final Races begin at 11 am.
- **Awards Presentations** . . . 4 pm at the Goodyear Tower. All of Sunday's awards and trophies will be presented.

**NOTE:** P.I.R. Gates close at 5:30 pm., NO vehicles to be left on P.I.R. property after that time.

## WHERE?

### PORTLAND INTERNATIONAL RACEWAY

**Directions to PIR:** Located at West Deira Park, south of the Columbia River on I-5 in Portland, Oregon. From I-5 take Exit 306B to the stop sign, go west to PIR entrance.

### HOTEL ACCOMMODATIONS

Red Lion Hotel at Lloyd Center • 1000 N.E. Multnomah Street  
Portland, Oregon • (503) 281-6111  
Rates: North Tower - \$69 single or double. South Tower - \$79 single or double. Rates good until August 13, 1993.

The Red Lion is Headquarters for the ABFM. You must reserve early and mention the All British Field Meet for preferred pricing. 24 hour secured parking is provided at the Red Lion.

**Directions to Red Lion - Lloyd Center:** From I-5 North or South - take exit 302A

**INFORMATION: (503) 244-2296**

## SCHEDULE OF EVENTS

### ■ Friday, September 3, 1993: Cocktail Party

**For Registered Entrants Only** 7:30 pm - 10pm.  
Red Lion Hotel - Lloyd Center • 1000 N.E. Multnomah St. Portland

• **Cocktail Party** . . . **No Host Bar** • **Photo Concours** • **Valve Cover Races**  
Pre-Registration packets, as well as registration forms may be picked up Friday, September 3, at the cocktail party in the Red Lion from 7:30 pm until 10:00 pm. All those who did not receive their pre-registration confirmations by mail are encouraged to stop by Friday night and avoid the pressures of on-the-field confirmations. Besides, it's a perfect time to meet old chums and make new ones. Bring your favorite car photos and don't forget - the preliminary heats of the Valve Cover Races Begin about 8:30

### ■ Saturday, September 4, 1993: P.I.R. Gates open at 8:00 am.

- **Swap Meet Set-Up** . . . 8 am to 9:30 am
- **Placement of PRE-REGISTERED** cars on the field from 8 to 10 am. (Pre-Registered Cars have their space reserved on the field until 10 am.)
- **Parking for Day-of-Meet-Entered** cars after 10am (These cars are NOT ELIGIBLE for concours judging.)
- **Track Tour** around P.I.R. every half hour from 10 to 3 pm.
- **Noon** . . . British Vehicle Display and Show on the Grass, National Points Jaguar Concours, Lotus Concours, People's Choice Voting.
- **Best Picnic Display Award**
- **Entertainment** on the field, beginning at 1 pm.
- **People's Choice Awards** presented on the field at 3:00 pm.
- **Valve Cover Races** qualifying times at 5pm. in the Hospitality Tent

## BARBECUE! AWARDS! RAFFLE! VALVECOVER RACES!

Cocktails and Appetizers at 5:00 • Dinner at 6:00 • Awards at 7:30  
Valve Cover Qualifying Heats at 5:00 • Raffle Prizes All Evening

### Enjoy a Dinner of Salmon or Steak

Served with all the trimmings in the Hospitality Tent Saturday evening.

**\$25.00** per person

Limited tickets, pre-registration **STRONGLY ADVISED**

**NOTE:** P.I.R. gates close Saturday at midnight. No "For Sale" signs of any kind will be allowed Saturday on the judging field. No trailers or support vehicles in the display area after 10 am. Vehicles may not leave the display area until 4 pm. Swap Meet Vendors: The swap meet area will be patrolled (but not guarded) Saturday night. Each vendor is entirely responsible for his or her own items. We recommend, therefore, that you cover and secure your space when not attended.

## WHY?

Cause we all love British cars!

### PRE-REGISTER BEFORE AUGUST 15 AND RECEIVE:

1. Reserved space on the field in your car class.
2. One limited edition Dash Plaque.
3. Free Souvenir Program with your vehicle photo in it.
4. Concours Judging Eligibility - **Only if you are pre-registered.**
5. Additional Cars at a Reduced Price. Your additional vehicles may be entered for \$10 per vehicle. No additional dash plaques or programs.
6. Written Confirmation/Windscreen Decal. Your entry will be confirmed by mail and will include a decal entitling you to participate in all events.
7. Entrant's Packet, including ballot for People's Choice, plus "goody bag"
8. Limited Edition Regalia. Purchase of Special Limited Edition Regalia is available **ONLY** with pre-registration.
9. A "Swap Meet Space" or Car For Sale Space" provided free with 1st car registered. Additional spaces can be purchased at the standard fee of \$30 per space.

YOUR INVITATION  
TO THE 17th ANNUAL  
**ALL BRITISH  
FIELD MEET**  
SALUTING COMPETITION CARS

LABOR DAY WEEKEND

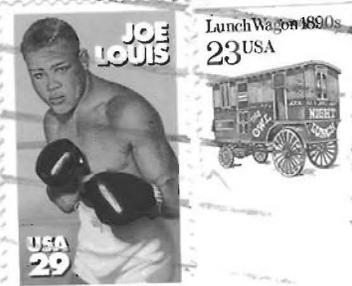
**SEPTEMBER 3, 4 & 5 1993**

PORTLAND INTERNATIONAL RACEWAY

# Newsletter of the Evergreen Lotus Car Club



# Lotus Lines



P. O. Box 40481  
Bellevue, WA 98015-4481

Dec 1993

Alice Larson  
14125 SW Caster Road  
Vashon Island, WA. 98070

**FIRST CLASS MAIL  
PLEASE EXPEDITE**

## August 1993 CALENDAR OF EVENTS Lotus Lines

Denotes ELCC club event.  
→

August							September						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7				1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25
29	30	31					26	27	28	29	30		

### UPCOMING EVENTS

- **August 14** ELCC General Membership Meeting/Annual Club Picnic at Ken & Susan's, 13020 N.E. 80th St., Kirkland, 3 pm. 827-3223  
Fun, games, food, drinks, bring your Lotus!  
**NOTE CHANGE IN TIME TO 3PM!**
- August 14** SCCA Solo II School, Boeing-Kent. Call Susan or Ken at 827-3223 to pre-register/info.
- August 15** SCCA Solo II, Boeing-Kent. If you attend the school on the 14th this event is free! Come on out with Susan and Ken and give it a try. If you'd just like to watch, that's OK, too.
- August 22** WWSCC Autocross, Boeing-Everett
- August 29** SCCA Solo II, Boeing-Kent.
- Sept. 3 - 5** Portland All British Field Meet, Portland International Raceway. More info in this issue or call 503-244-2296
- Sept. 23-25** British Car Festival, presented by Moss Motors in the Santa Ynez Valley near Solvang, CA. For more info call Harry Haigh at 805-967-4546.

- **Sept. 25** ELCC General Membership Meeting at Phantom Restorations in Seattle. Hosted by member Randall Fehr. 1 pm. 622-7469
- Sept 18** Vintage Races, SIR
- Sept 26** SCCA Solo II, Boeing-Kent
- October 17?** Tour to Gilman village then to the Boehms candies then to the Little Alpine Museum?
- November 6?** Tour to the Boeing Museum, Coast Guard Museum, Museum of History and Industry?
- December ?** ELCC Annual Christmas Party, time and place to be announced later.

→ →  
→ →  
**DO YOU HAVE AN IDEA, SUGGESTION, PLACE WHERE YOU'D LIKE TO SEE ELCC HAVE A MEETING AT? IF SO, GIVE KEN OR SUSAN A CALL AT 827-3223.**