



Lotus Lines

March 1996

Newsletter of the Evergreen Lotus Car Club



**V8 ESPRIT
UNVEILED
see inside**

THE SEVEN OF MY DREAMS

by David Caley

In October 1957, I and the motoring public saw the first Lotus Seven put on display at the Earl's Court Auto Show, London. Alongside was displayed the first Lotus Elite.

Ever since then I have wanted to own and drive a Lotus Seven. At the time I was stationed at Bentwaters RAF Base and deeply committed to restoring and bringing back a 1935 SS I (Jaguar predecessor).

Travel, work career, family, and kids took me to many places and activities, yet the passion remained. I became a fan of "The Prisoner", a TV series featuring a Lotus Seven in the opening scenes.

Now that I am approaching retirement, I began my search for a Lotus Seven. For Christmas, Virginia gave me two books on the Lotus Seven. In December I received a sample copy of the September issue of reMARQUE, the newsletter of Lotus Ltd. as promotional material included with an application. In it was an ad for a 1966 Lotus Seven.

On Wednesday, January 10, I finally had a few free minutes and left a message on Jim Duncan's recorder. I received a call back at 7 pm from Jim in Cambria, California. He described the car I have been dreaming of all this time. I told him to hold it for me. I bought a cashiers' check on Thursday morning and Virginia and I left at noon for San Luis Obispo. We arrived at 6 PM Friday (1100 miles), but had to wait until 8:30 am Saturday to see the car. As we drove to Jim's Classic Car Rental shop I told Virginia that if I did not like the car I would give a clue by saying we should return to the Motel. If I liked it I would say "Go get a trailer".

As we rounded the corner, I could see the car of my dreams half a block away. . . "Go get a trailer". I had never sat in a Lotus. I drove Jim around the town, then Virginia. She got a trailer in Paso Robles, 26 miles east and returned while Jim filled me in on the details and spares for the car. We loaded it on the trailer, Jim bought us lunch ("I have just come into some money") and off we went, getting back to Indianola at noon on Monday.

The car is original in every respect, only 7,500 original miles, no modifications or damage other than age and normal use. Jim repainted the mud guards, nose and headlights black (had been

green), put back the original steel wheels and narrow rear mudguards, and redid the hydraulics, ignition, SU carbs, exhaust system etc. The engine is a Ford 105E with cast iron head with polished combustion chambers and twin SU carburetor manifolds, generating 40 bhp.

The car was originally sold by a Tennessee Lotus Dealer to a



lady school teacher. Jim bought it sight unseen from the second owner in Florida. I think it was factory- assembled. During storage sometime the top and side curtains were thrown out accidentally by a cleaning crew.

The chassis plate:

LOTUS Cheshunt, Hertfordshire, England
Unit No: US 66 LSB 2096 Engine: 5J28A. 19

CHAIRMAN'S NOTE

By Randall Fehr

Our January and February meetings were very well attended and membership renewals have been streaming in. We look forward to continuing the trend.

Evergreen Lotus Car Club FYI and COA

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Classified Advertising for Members is free.

Advertising Rates for Businesses are:

Business Card	\$5/issue	\$30/year
Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

The January meeting held at Cafe Veloce worked out well as our first restaurant meet in a long while. About ten members arrived early for lunch, and a total of about 25 saw the Monterey Festival & Convention videos. The cafe staff and management were generous in their accommodations, and we plan to return.

On February 17 at Vintage Racing Motors as many as 40 members, some from British Columbia and some local but rarely seen at meetings, saw a thrilling array of cars up close and were able to speak directly with Thor Thorson and some of his staff. On display were Lotus formula racers, an Eleven Climax, two Bentleys, one of the last B.R.M. F1 cars, an Elva Mk 8, and more. We also saw how skillful, well-equipped and well-ordered the shop is. Many thanks to Thor and to Alice Larson for setting up the meeting.

With all the distractions your Chairman neglected to call a proper meeting and introduce everybody. One of the main purposes of the club is to get people together, spread expertise and enthusiasm, and make friends. Look for us to promote this at future meets.

I am compiling an expanded and updated list of parts suppliers and other Lotus-related vendors. Watch for it in an upcoming newsletter and in the club roster.

Our next meeting is Saturday March 23, 9 am at Griot's Garage in Fife (see separate notice). We'll have a detailing demo in the warehouse, see the cars of members Richard Griot and Guy McDannald, have a chance to order Griot's car care and maintenance products, take a brief meeting, and perhaps go across the street to lunch.

On Saturday April 13 we will have a tech session and meet at my shop near downtown Seattle. We will "bump steer" an Elan - more information in *Lotus Lines* next month.

Events are being planned for the rest of the year (see Calendar), but we could use a few more ideas or venues. If anyone hears of an event we haven't publicized, or would like to host a meeting (e.g. barbecue/open garage), we hope to hear from you.

LOTUS FESTIVAL '95 VIDEO

A Professionally shot and produced chronicle of the Event. The price is \$15 (includes shipping within the US) for each tape. Please include your name, address, phone number, and quantity of tapes. Send your order and check (made payable to the Golden Gate Lotus Club) to:

GOLDEN GATE LOTUS CLUB

Lotus Festival '95 Video

1448 Oak Canyon Place

San Jose, CA 95120

Please allow 6 weeks for delivery.

ALICE IN LOTUSLAND - PART 2

Driving to the Monterey Historics in a Lotus Super Seven

By Alice Larson

DAY FIVE, AT THE RACES

There are incredibly 300 or more Lotuses in the Lotus Corral. I see Series 1 and 4 Lotus Sevens for the first time and a Mk 6. They all do parade laps of the track and then take a group photo. I was supposed to be part of that. I am VERY depressed.

The actual racing begins. We watch different vintage race cars go around the track.

The differential shows up in the afternoon. In the meantime, Bob spotted Thor Thorson from Vintage Racing Motors (VRM). Our Evergreen Lotus Club has previously toured his phenomenal race

shop. Thor tells us, "If you can get the part, my mechanic will put it in for you." The elusive pit pass is borrowed from VRM.

My car is towed into the Paddock at Laguna Seca. Incredible!!

VRM has to move a Lotus 11 to park my car next to a Ford GT-40, 1934 MG NE and Formula Ferrari 312.

VRM mechanic Tony Garmey begins work with, "You work ON race cars and UNDER road cars." He crawls under mine. His fellow mechanics make fun of him as I fend them off. Tony takes a break from my car to help Bruce McCaw (McCaw Communications-Cellular One developer) race his Formula Ferrari. I can't believe the company my car is keeping.

Other race team members wander by and ask me how its going. I'm well known in the paddock by now. Tony stops work at 7:30 pm. He'll have to finish tomorrow.

DAY SIX, LEAVING FOR HOME

We take The Grape to the Pebble Beach Concours to see the perfect cars and perfect people. They are as advertised: outstanding show pieces.

I get to the Paddock after noon, and my car is ready. The probable cause for my differential failure is screwing down the filler plug too hard after the oil level was checked causing the casing to break. All of the oil leaked out of the crack. Everyone was impressed with the burnt gears and scrambled pins. I am grateful it got me to within 80 miles of the race track. If we had stopped when I first heard the noise, we would have been stuck in Sacramento all weekend waiting for parts people and mechanics to return from Laguna Seca.

Our friend Steve takes LOTS of pictures of me driving my Lotus



out of the pits at Laguna Seca. Heads turn to look as I roar by (spectators watch anything in the paddock). I feel a part of the race teams.

We park in the Lotus Corral for 1 1/2 hours before we return the renta-Grape and leave. The Lotus still hates freeway driving, sputtering and hesitating, but the rear end is firm.

DAY SEVEN, THE BAD PENNY RETURNS

Around Mt. Shasta we limp into Weed, California for lunch. Who is in the restaurant but Tony and others from VRM driving back with some of their race cars. We again offer thanks and promise to



stay ahead so they can stop and help if they see us by the side of the road.

This scenario occurs five miles from our lunch stop. Tony tests and tunes and loans two spark plug wires from one of the cars he is hauling.

By the time we hit Medford, Bob and I have had it with my poorly running vehicle. Always the thinking Lotus owners, we had arranged with our friend Steve to keep in phone contact in case we needed to attach a rental trailer to his truck and haul my car home.

So ok. My car did trailer the last eight hours to Vashon Island.

EPILOGUE

The Lotus is back home with my mechanic Rick. He re-tuned it, and we're now working on what must be the last two parts not rebuilt or replaced: carburetor and fuel pump.

As promised, I paid for the work performed by VRM: a bottle of Jack Daniels and two cases of Henry's. I added a cake with my sincere thanks.

Bob and I talked over our experience and came to the same conclusion. What happened is not at all what we expected. We were barely part of the Lotus street cars, never did the parade laps and are not in the Lotus group photo. Instead we got to hang out with the racers for three amazing days.

Everything we ever heard about race teams is true. They are an unbelievable caring/helping group. Despite the fact that I was far out of my league, they never hesitated a moment to bend over backwards to help.

I am truly grateful for all the people who made this adventure of a

lifetime happen. And all of those present and future who help me keep this car going.

Winter Detail Tech Session

Saturday, March 23, 1996

9:00 am till 12:00 pm

ELCC will meet at Griot's Garage for a fun and informative morning session on cleaning and detailing. We will cover cleaning, polishing, waxing, and interior care plus you'll get to try the latest in Premium Car Care Products from Griot's Garage. Bring your Lotus and your car care products to compare.

A free car care product sample will go to all those attending plus breakfast treats and drinks!

Join us at Griot's Garage

3500-A 20th Street East

Fife, WA 98424

1-800-345-5789

From Seattle: Motor south on I-5 to the Fife/Milton exit. Turn left at the light and go over the freeway. Turn right at the next light on to 20th Street East. Continue one mile. Griot's Garage is on your left, across from Smith Tractors in the west end of the long building with the green stripe on top.

From Tacoma: Motor north on I-5 to the 20th Street East exit, number 136-A. The off-ramp will take you to the right. At the 'T'-intersection turn left on to 20th Street East. Continue two blocks. Griot's Garage is on your right, across from Smith Tractors in the west end of the long building with the green stripe on top.

INFO FROM THE EDITOR

by Jim Taylor

Treasurer's report from Craig Shuck as of February 17th 1996: the account balance at the end of 1995 was \$1225 and as of February 15th it was \$2037.

Membership Director's report from Alice Larson as of February 29th 1996: currently there are 77 active members and 21 members that have not yet renewed from last year.

I haven't seen too many classifieds in the last year so I just thought that I'd remind the membership that advertising cars and parts for sale, trade, or wanted is free to members. There are probably parts wasting away on a shelf somewhere in the back of your garage that some other member has been dreaming of finding. Either send an ad to the ELCC's P.O. box or give me a call and I'll put those cars and parts in the next *Lotus Lines*.

Bellevue ABFM News... Please note that the ABFM is two weeks earlier this year. It'll be here before you know it, so get that Lotus running and come on out to Bellevue. And for those that aren't running, just like last year each club is allowed one free entry in the form of a display car in restoration. If you'd like to show your Lotus as a club display this year, please give Randall a call at 782-8951. Also, volunteers are needed for various parts of the ABFM. I'll have a list of the areas needing help in the next *Lotus Lines*.

Speaking of the next issue, I attempt to get the newsletter mailed in the first week of the month. Also, there are only nine issues per year.



15TH ANNUAL TULIP RALLYE

Saturday, April 20, 9:30 AM

Meet at the Cascade Mall in Burlington

From the NW MG Car Club newsletter

Come celebrate 15 years of rallying amongst the flowers with over 200 sports and special-interest cars from all over the Northwest. We promise great fun and beautiful scenery for everyone. In honor of the 15th anniversary of this rallye, we will honor the top 15 finishers instead of the top 10, as in past years. There will be numerous special awards, such as oldest car to finish, hard luck, Tulip hero, and the infamous "Toad of the Road," plus many more. We will also honor top finishers of featured marques and give best score awards for Triumph, Mustang, Mini, Italian, German, and others. We will also recognize the top Canadian finisher. Dash plaques will be awarded to each entry.

This year the course will send you here and there around the countryside surrounding the Tulip Festival area. The rallye will have you gathering clues to questions about things and places you pass along your merry way. All you need is a sharp eye, a pen/pencil, something to write on, and a sense of humor. Speed is neither necessary nor recommended! Time and distance will be used in tiebreaker situations. The rallye will continue south through Stanwood and on to beautiful Camano Island, ending at Camano Island State Park. You might want to pack a picnic lunch to enjoy while the scores are being tabulated.

How about it? You could cover yourself in honor and glory as a rallye winner or win some of our fabulous door prizes. Make your plans to join us for a great drive and a lot of fun!

Directions: From I-5, take exit 230 and head east on Hwy 20. At the stop light, take a right onto South Burlington Boulevard. At the next light, take a right onto Cascade Mall Drive. Go straight until you see the red-and-white MG Car Club tent, where you will check in and get your car number.

Want to tour up with other contenders?

From Tacoma: Meet at Godfather's Piza at 7:00 AM. Plan to leave by 7:15 to tour up to Burlington. Godfather's, Tacoma, is at 5114 6th Ave. From I-5 take the Bremerton exit and get on SR-16. Get off on 6th Ave., and Godfather's will be on your right.

From Kirkland: Meet at Totem Lake Mall off I-405 at 8:00 AM in front of Ernst. Plan to leave by 8:20 AM.

To Enter: Send your name, address, year and make/model of car (s), name of your car club, and \$8 U.S. for each car (\$10 day of event) to: Tulip Rallye, P.O. Box 84284, Seattle, WA 98124-5584. Bring a can of food for the Skagit food bank and receive an extra door-prize ticket!

Questions? Call Kevin Coble at 206-362-7686 or Ken Bottini at 206-883-9615.

Please Note: In Fairness to other rallyists, we kindly ask that CB radios or other electronic devices not be used to transmit rallye answers.

CLASSIC MOTORCAR RALLY UPDATE

If you have not received an invitation for the event, and would like one please call Arnie Taub, at (206) 644-7874 or FAX at (206) 747-0205. The response has been great and plans are moving along. If you would like to enter and don't have a pre-1969 car, please respond and we may be able to accommodate you.

LOTUS SEVEN REGISTER

John Watson, Archivist of the Lotus Seven Club, UK

I am Historian and Archivist for this club and amongst my duties I am compiling a Register of Lotus Seven cars. I have collected much data from the factory and am willing to impart this information to any interested Seven owners on an exchange basis.

If any Lotus Seven owners are interested, please complete the form (supplied on request to the Editor). Detailed photographs of cars are most welcome as are photocopies of anything appertaining to the Seven on your side of the pond that divides us! I look forward to hearing from anyone owning a Lotus Seven. All information will be treated as confidential. Thank you for your assistance.

John W. Watson
Lotus Seven Club of Great Britain
c/o 'Flitcroft',
13 Astons Road
Moor Park, Northwood
Middlesex HA6 2LE England.
Tel 44-1923 824376, fax 44-1923-836637

GROUP M111 LOTUS ELISE CLUB OF AMERICA

Bob Patterson is a Lotus Cars USA employee who has independently started an information clearinghouse on the new Elise. His primary objective is to find a way to get the cars into the US. (The factory officially has no plans to build cars for the US due to the enormous expense of "Federalization".)

In a letter to ELCC, Bob asks anyone interested to: "Please write. Your ideas and opinions, expertise and experience are needed to get the M111 into the country - now. I will provide as much information as I can, as long as limited funds hold out, as the car moves toward production in April." (Editor's note: factory has announced that the first Elises will be delivered in July of 1996)



Lotus Parts Specialists
Raymond D. Psulkowski
290 Raub Road, Quakertown, PA 18951
Phone (215) 538-9323 Fax (215) 538-0158
e-mail rdent@rdent.com
<http://www.rdent.com>

Bob also reports that Lotus Cars USA may not be moving to Detroit after all, and that Doc Bundy's new GT-2 Esprit race team has leased part of LCU's building. He also enclosed a clipping from the January issue of *Automotive Industries* where Ford Advanced Vehicle Technology V.P. Neil Ressler says that his company is considering the Elise chassis for a 200 bhp Duratech V6 - powered sports racer.

Contact:
 Group M111 - Lotus Elise Club of America
 P.O. Box 127
 Braselton, GA 30517

JIM'S GARAGE

by Jim Taylor

As you can see by the picture I'm wet but smiling and not actually at my garage... more like Steve Worthington's garage in Shelton where I recently acquired another Europa. This time it's a 1967 S1 with low miles (about 20,000). Of course I can't verify this since the speedometer is long gone, but the car is in very nice shape. It has been off the road for at least eleven years (old license tabs), is low on rust, has a good body, and is in many pieces. My plan is to take the parts I've already restored from my (still unfinished) Europa S2 and install them on the S1. This should work out okay since a lot of the parts are the same or better. My garage is unheated, so with warmer weather I plan on getting some work done on the S1 soon. I'm going to leave it pretty stock looking, except for a set of Panasport wheels (maybe). There will be some adjustable suspension pieces, a Tilton brake and hydraulic clutch setup, and a warmed up engine. The car is currently gold colored, but I want to return it to the original BRG (or a close approximation).

When I actually start doing something to the S1, there will be more details of the work. I'll be writing an update with each *Lotus Lines*. That will give me something to print and get me into the garage to work on it as well!

1996 EVENTS CALENDAR

Subject to revision, amendment and cancellations - watch for updates.

March

- 10 WWSCC Practice Autocross, Kent
- 17 WWSCC Autocross #1, Kent
- 23 **ELCC meet**, Griot's Garage, 9 am until about noon. Detailing demo.
- 23-24 SCCA Doo Wop Pro Rally
- 31 BSCC Autocross #1, Bremerton Airport
- 31 OR SCCA Regional road races, PIR

April

- 12-13 SCCA Wild West Pro Rally
- 13-14 SCCA/SOVREN races and vintage races, Bremerton
- 14 WWSCC Autocross #2, Kent
- 20 Tulip Rally British car fun tour
- 20 SCCA Solo II autocross School, Kent
- 21 SCCA Solo II autocross event #1, Kent
- 27 **ELCC meet**, Randall Fehr Restorations, 1pm. Bump



steer tech session.

- 27-28 SCCBC road races, Mission, B.C.
- 28 BSCC Autocross #2, Bremerton Airport

May 4-5

- ELCC Ocean tour to Chautauquah Lodge**, see separate notice
- 4-5 OR SCCA Double Regional road races, PIR
- 11 **ELCC meet**, location TBA
- 11-12 IRDC race, Spokane
- 18 Vancouver All British Field Meet, Van Deusen Gardens
- 18-19 SOVREN Spring Sprints vintage races, SIR
- 19 SCCA Solo II Autocross event #2, Kent
- 24-26 Classic Motorcar Rally, Bellevue to St. Helens to Columbia Gorge and back
- 25-26 SCCBC road races, Mission, B.C.
- 25-27 SCCA Double National road races, SIR
- 26 SCCA Solo II autocross event #3, Bremerton Airport
- 27 BSCC Autocross #3, Bremerton Airport

June

- 1 Shoreline Senior Center 3rd Annual Collector Car Show
- 2 WWSCC Autocross #3, location TBA
- 8 SCCA Oregon Trail Pro Rally
- ? **ELCC Rally and meet**
- 14-16 OR SCCA Rose Cup Regional and National races, PIR
- 15 **Alfa-Romeo & BMW Clubs track day, SIR**, ELCC members invited
- 15 WWSCC Practice, Chehalis

- 16 WWSCC Autocross #4, Kent
- 23 IndyCar and Indy Lights race, PIR
- 23 BSCC Autocross #4, Bremerton Airport
- 29-30 SCCA I.T. and PRO weekend, SIR
- 29-30 Freeze Out Hillclimb, Emmett, Idaho
- 30 SCCA Solo II autocross event #4, Kent

July

5-7 SOVREN Pacific Northwest Historics vintage races, SIR, ELCC car corral & meet.

- 5-7 OR SCCA Double Regional races, PIR
- 6-7 SCCBC races, Mission, B.C.
- 6-7 Larison Rock Hillclimb, Oakridge, Oregon
- 12-14 NVRG Portland Historics vintage races, PIR
- 12-14 All British Field Meet, Bellevue, ELCC display booth**
- 13-14 SCCA Regional road races, Bremerton Airport
- 14 WWSCC Autocross #5, location TBA
- ? **Corvette Marque Club track day, SIR, ELCC members invited**
- 20-21 SCCA Solo II autocross National Tour and Divisional, Kent
- 20-21 Hillclimb, Klamath Falls, Oregon (tentative)
- 21 BSCC Autocross #5, Bremerton Airport
- 27-28 IRDC races, Spokane
- 26-28 Rally in the Valley, Vernon, B.C., Okanogan British Car Club
- 27-28 SCCA Pro Rally Sprints, ORV Park, Elma

August

- ? **ELCC Vashon Tour**
- 2-4 OR SCCA race, PIR
- 3-4 SCCBC races, Mission, B.C.
- 4 BSCC Autocross #6, Bremerton Airport
- 11 WWSCC Autocross #6 (tentative), Kent
- 10-11 SOVREN vintage races, Bremerton Airport
- 10-11 Monterey Pre-Historics vintage races, Laguna Seca
- 10-11 Bible Creek Hillclimb, Williamina, Oregon
- 16-18 Monterey Historic Automobile Races, Laguna Seca
- 18 Pebble Beach Concours d'Elegance, Carmel
- 18 SCCA Solo II autocross event #5, Everett
- 25 WWSCC Autocross #7, Kent
- 29-1 West Coast Lotus Convention & All British Field Meet honoring Lotus, PIR**
- 31 Vancouver Indycar qualifying and Toyota Atlantics race
- 31-1 Bogus Basin Hillclimb, Boise, Idaho

September

- 1 Vancouver Indycar, Indy Lights, North American Touring Car races
- 1 SCCA Solo II autocross event #6, Kent
- 7-8 OR SCCA Double Regional races, PIR
- ? **ELCC Wine Country Tour, Tri-Cities area**
- 14 Alfa-Romeo & BMW Clubs track day and time trials, SIR (tentative), ELCC members invited**
- 21-22 SOVREN Fall Finale vintage races, SIR
- 21-22 SCCBC races, Mission, B.C.
- 22 BSCC Autocross, Bremerton Airport
- 28 SCCA/SOVREN vintage races, Bremerton Airport
- 28-29 SCCA Regional road races, Bremerton Airport
- 29 SCCA Solo II event #7, Kent

- ? Whistler Run, B.C., sports car tour

October

- ? **ELCC meet**
- 12 SCCA Solo II autocross event #8, Bremerton Airport
- 26 SCCBC Enduro race, Mission, B.C.

November

- 8-10 SCCA Pacific Forest Pro Rally
- ? **ELCC meet**

December

- ? **ELCC Christmas Party**

Contacts for further event information:

WWSCC is the Western Washington Sports Car Council, (206) 255-0658.
 SCCA is the Sports Car Club of America Northwest Region, (206) 292-0500, press 1 for membership info, press 2 for event info.
 SCCBC is the Sports Car Club of British Columbia, (604) 856-8957.
 SOVREN is the Society of Vintage Racing Enthusiasts, (206) 624-7141.
 BSCC is the Bremerton Sports Car Club, (206) 869-5680 or (360) 479-0248.
 OR is the Oregon Region of the SCCA, (503) 697-9649.
 Hill Climbs, (206) 827-3223.

LOTUS CONVENTION '96

Club Lotus NW is pleased to host the 1996 International Lotus Convention in the beautiful City of Roses, Portland, Oregon. This year marks the 30th anniversary of the Europa, our featured model.

Convention headquarters will be at the Red Lion Columbia, located a mile from PIR & situated along the Columbia River. They have allocated a limited number of rooms at the special price of \$92 per night (single or double). A special secured Lotus parking area will be provided by the hotel. Space is limited so call as soon as possible to reserve your room and be sure to mention the convention for the special rate.

The preliminary schedule for the convention has been set. Our event will run in conjunction with the 20th Annual All British Field Meet (ABFM), saluting Lotus and Daimler. Convention festivities will take place at Portland International Raceway and the Red Lion Columbia. Some of the highlights include an all-English car track day at PIR sponsored by Club Lotus NW, an English car display area at PIR with a special Lotus corral, a swap meet, an autocross, a wine tour, etc. We will also have several self-guided tours from which to choose. The combination of events will prove to be quite a celebration, one that should not be missed. See you in August!

Preliminary Schedule (subject to change):

Thursday, August 29

- Open Registration
- Wine Tour
- Jay Ivey Engine Builders Tour
- Cocktail Party at the Pled Lion Columbia

Friday, August 30

- Track Day at PIR
- Shopping Tour

Cocktail Party & Registration

Saturday, August 31

ABFM at PIR

Lotus Display at PIR

Lotus Judging at PIR

Convention Dinner at Red Lion Columbia

Sunday, September 1

ABFM at PIR

Swap Meet at PIR

Auto Cross at PIR, with special Lotus only runs

TSD rallye

Lodging

Red Lion Hotel, Columbia River

1401 North Hayden Island Drive

Portland, OR 97217

503-283-2111

Single/double \$92/night, river view upgrade \$10

Special parking area for Lotus cars.

If you need any information about the convention call: Karl & Sylvia Schick at 1-503-650-4735, Robert & Debbie Davis at 1-503-293-0491, leave a message at: JIMM@Teleport.Com, or write Club Lotus N.W., P.O. Box 541, Oregon City, OR 97045. In order to assist Club Lotus NW in the planning stages of the International Lotus Convention '96, please let us know as soon as possible if you are considering attending

ELCC TRIP TO THE OCEAN

On the weekend of May 4th and 5th at Long Beach to be specific. The annual ELCC ocean trip (which we haven't done for a couple of years) has been resurrected by Nikki Daniels. I've gone to a couple of the ocean trips at the Long Beach Peninsula and can definitely recommend it for a good drive, good food and a whole lot of fun. Nikki has reserved 5 suites and can get more if needed. Each suite sleeps two couples. The main bedroom is on the ocean side, has a queen size bed, a sofa, a bathroom and a kitchen (these go for \$50 + tax). The second bedroom has a queen size bed and a bathroom (these go for \$40 + tax). You can also get an extra rollaway bed for \$5. There are four non-smoking suites and one smoking suite currently reserved. This is only for one night but if you want to stay longer I'm sure the Chautauqua Lodge can accommodate. We meet at the Denny's in Fife by 8:00am, have breakfast, and head out for a nice drive on some sparsely traveled, curvy roads. Please contact Nikki at 360-348-3553 no later than April 1st to reserve a room for Saturday night. To reserve a room for Friday or Sunday nights, call the Chautauqua Lodge at 1-800-869-8401. See ya there!

NOTHING BUT 'NET

by Steve Shipley

I love the Internet. But beyond what it is and what its going to be, it contains bits and pieces of interest to Lotus lovers. So I'm not going to go on about listservs, browsers, email clients, or URLs. You've already seen plenty of articles on that. What I'm going to do is to present some of the information that I think might be of interest to the readers of this newsletter. My source is the 'Lotus List' which several members of the club subscribe to. There are approximately 250 people from Australia, Japan, Europe, Canada, and the US who provide the collective mind. The service is provided at no charge by Alan Perry who lives in the San Francisco Bay area.

Hey, Wait a minute, I've got Internet access. I want to subscribe!

Send e-mail with the subject blank and 'subscribe lotus-cars' as the only text in the message.

To: majordomo@lists.best.com

Subject: Leave this blank

Message: subscribe lotus-cars

You will shortly begin seeing the 30-50 e-mail messages a day from Lotus enthusiasts all over the world that are posted to the list. Be sure to save the welcoming message, it explains what you need to know to use the list.

Okay, you didn't subscribe so I'll pick a few topics and let you know what's coming off the wires.

Selected topics recently discussed on "Lotus List":

DOT 5 Silicone brake fluid - to use or not and how

Esprit ECM, how many strange things happen when it goes wrong,

and trying to get around buying a new one

LOTUS acronyms e.g. Lightweight Obscure Tiny Unreliable

Sportscars

How to find the old Hornsey and Cheshunt factories

How to spell "fiberglass", e.g. "GRP"

Reaction to a red Caterham touring in Europe

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FOR SALE - WANTED - FREE

Steve Bator is Lotus-less and looking for another one (after selling his beautiful Elan to Greg Whitten). Steve would like a pre-1974 car that is somewhere between project status and good condition. If you've got a Lotus to sell, give him a call at home: 823-9184 or at his shop: 821-2400.

ESPRIT V8 UNVEILED

Lotus news release

On March 5th at the Geneva Auto Show, Lotus Cars unveiled the long-awaited Lotus Esprit V8. This classic British supercar is elevated to new levels of performance, refinement, and driveability with the installation of the all-new Lotus-designed 3.5 litre turbocharged engine. With up to 360 bhp available, the certified maximum speed reaches 175mph, while the predicted 0-62 mph time is under 4.5 seconds. A new braking system has been developed to ensure that the legendary Lotus chassis performance matches the power of the new engine. Deliveries begin in April 1996.

A package of changes and improvements has been made to the chassis, the most significant of which is the introduction of a new state-of-the art four-channel ABS braking system supplied by Kelsey-Hayes, one of the largest brake system manufacturers in the USA. The new servo-operated brake system supersedes the previous powered brake system, and ensures that even more control and feedback is available to the driver under braking.

Externally, the Lotus Esprit V8 is distinguished from the 4-cylinder Esprit S4s by a new front valance with a larger air intake and "winglets" ahead of the front wheelarches. Two chrome tailpipes add purpose to the rear valance, one each side of the car.

Due to homologation requirements, the aerodynamic package is slightly different, although equally effective, for the USA and European markets. In the USA market, the Esprit V8 will feature the mid-mounted rear wing first seen on the Esprit S4. In Europe, the front:rear lift balance is achieved with the dramatic rear wing used on the Esprit S4s and the Esprit Sport 300. The "Esprit V8" logo is proudly displayed on the rear side windows, and echoed in a small "V8" badge set into the rear number-plate surround, opposite the Lotus logo.

Inside, the luxurious all-leather cockpit continues the high standards of the Esprit S4s, except for a new 200 mph speedometer and a discreet "V8" logo on the face of the tachometer. A new variable-displacement air conditioning compressor from Harrison Radiator is packaged with the new V8 engine, ensuring better climate control while at the same time reducing the power consumed and minimising engine load variation.

Behind the driver, the V8 engine drives through a revised 5-speed manual transaxle supplied by Renault Moteurs, via a new Valeo pull-actuated clutch. The transaxle now has synchromesh on reverse in addition to all five forward gears. An extended 5th gear, giving 25.485 mph/1000 rpm is fitted to provide a more refined high-speed cruise and a higher top speed.

A great deal of attention has been paid to the packaging of the engine bay area, to present the engine in a neat and uncluttered installation. Not only has this been achieved, but the luggage space has also been increased, despite the greater complexity of emission and exhaust systems. The V8 engine is so compact that it packages within the space formerly occupied by the Lotus 4-cylinder unit.

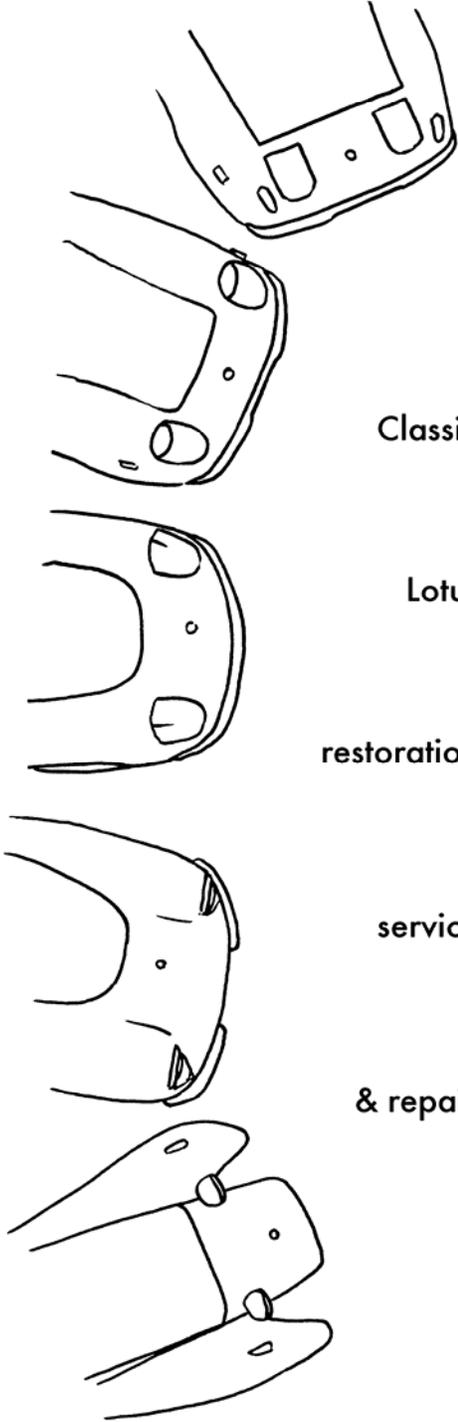
To meet 1997 model year legislation, (with which the Esprit V8 complies totally), air injection and exhaust gas recirculation (EGR) systems are employed. The base engine is built to this one specification for all markets, with a combined primary and secondary 3-way catalyst unit for each bank of cylinders. For the USA market the "OBDII" onboard diagnostic system is enabled, with dual O2 sensors per catalyst unit and additional sensors and diagnostic electronics.

Not only has the new Lotus Esprit V8 the highest performance of any production Lotus to date, it is also one of the quietest, to meet the latest noise regulations. The current EC standard demands 75 dB (A) or less on the Drive-by test, which the new Esprit package achieves satisfactorily. This test forms part of the European Type Approval programme, which was completed in November 1995. Full compliance with USA Model Year 1997 Emissions standards is expected to be approved in April 1996.

LOTUS V8 ENGINE UNVEILED

Lotus news release

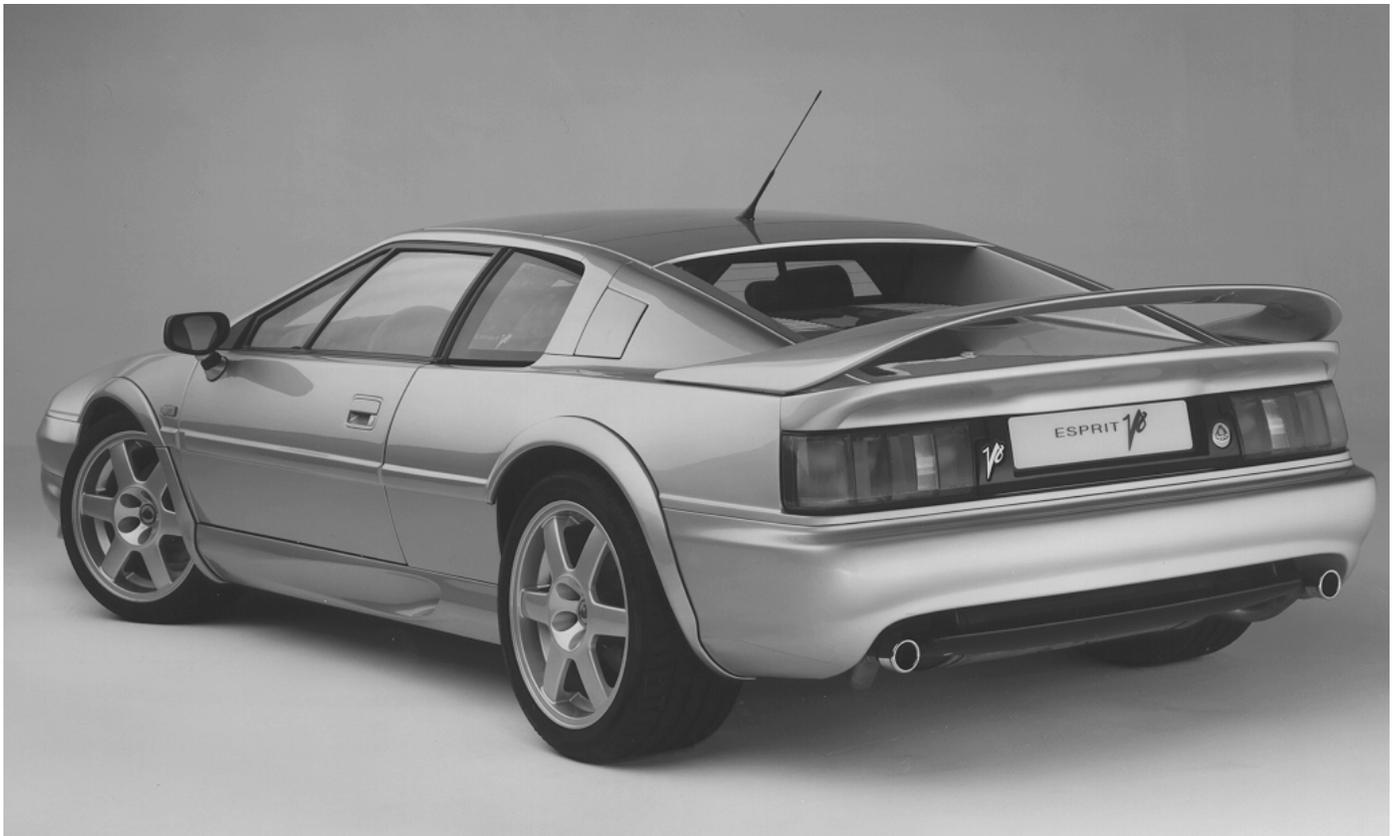
On March 5th at the Geneva Show, Lotus Cars Ltd. unveiled its first all-new engine for almost twenty-five years - the Lotus type 918 V8. It is a twin-turbo 32-valve 3.5 litre unit, producing 350 bhp at 6500 rpm. The engine sets new standards for power, fuel economy, and legislation compliance, in one of the most compact and efficient designs of its type. The first application of this new engine in road-going form will be in a new variant of the Lotus Esprit, offering even higher levels of performance, response, and driveability in this classic and desirable package. An endurance race version of the unit has already been campaigned by the works Lotus Esprit GT1 team at the opening round of the International GT series at Paul Ricard on March 3rd.



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The new Lotus V8 is the result of a 27 month programme which has included more than 30 prototype engines, and over 200,000 miles of testing on five continents. As the first all-new engine from Lotus since 1972, and one of the few all-new designs in production anywhere in the world, the design has been conceived to meet all known and likely legislation, with a product life of up to twenty years, in a compact, neat, and cost-effective package. In road-going form, it delivers 260 kW (350 bhp) from a mechanical package 610 mm high, 710 mm wide, and 580 mm long, and weighing less than 220 kg (485lbs) complete with all ancillaries. The engine is the product of thoughtful, rather than "high-tech" design, featuring leading-edge conventional systems, but with design protection for advanced concepts such as cylinder de-activation to be introduced at a later date.

The design is intended for use not only by Lotus in its future models, but also by mainstream automakers in niche vehicles. For this reason, the engine is packaged for transverse and longitudinal installation, front- or mid-mounted, with a short overall length and front height for installations featuring low bonnet lines. The design team have also provided for other configurations of the basic design. A 4 litre naturally aspirated unit is under consideration, while an in-line four, V4, or a V6 could also be derived from this versatile base design.

Another first for Lotus is the development in-house of its own fully-featured engine management system, in conjunction with EFI Technologies of Italy. The system controls fuel, ignition, and emission systems, and performs the required diagnostics, in full compliance with the stringent 1997 model year legislation for the USA market. This engine is one of the first in the world to be designed from the outset to comply with OBDII legislation.

Most conventional V8 engines have an uneven firing note due to

the two-plane or "cruciform" crankshaft. Following the tradition of some of the great racing engines, including the Cosworth DFV, the new Lotus 918 unit has a single-plane or "flat" crankshaft, giving evenly-distributed firing strokes on each bank. This ensures smooth power delivery, improved turbocharger response, and a distinctive harmonious exhaust note - quietened to less than 75 dB(A) on the EC drive-by test. The engine's peak power of 350 bhp is underlined by peak torque of 295 lb/ft at 4250 rpm. The turbocharger installation is optimised and controlled for driveability, with 70% of the peak torque being available from just 1500 rpm up to the engine's maximum speed, giving a very flat and broad torque curve. In the new Lotus Esprit V8, the engine returns an impressive combined fuel economy (under the latest EC regulations) of 25.5 mpg.

This new engine is a classic example of Lotus thinking - neat, small, powerful, and efficient. The design was developed by following a clear and concise design brief:

- All components to be within the "mechanical cube"
- Low parts count and total weight
- No unused space greater than 25 mm cube
- One designer to be responsible for overall package
- Package protect for future technologies - twenty year product life
- Engine must be capable of race development
- Design for manufacture
- Maximum component commonisation
- "Fast to market, right first time"
- Strategic supplier-partner selection at concept stage

Meeting these simple yet demanding requirements has been a good demonstration of the considerable expertise and experience of

Lotus and its strategic suppliers, applied not only to Lotus engines but also to a wide range of engines designed and developed for automotive clients world-wide.

The project started on 1 November 1993, and has involved three phases of engine design. Phase '0' called for the selection, modification, and development of an existing "donor" V8 engine to minimise the need for prototype development. Much useful data was collected with this engine before the first Lotus V8 Phase '1' engine fired up for the first time exactly one year after programme start - 1 November 1994. Eight months later (July 1995) the definitive Phase '2' engine ran on schedule.

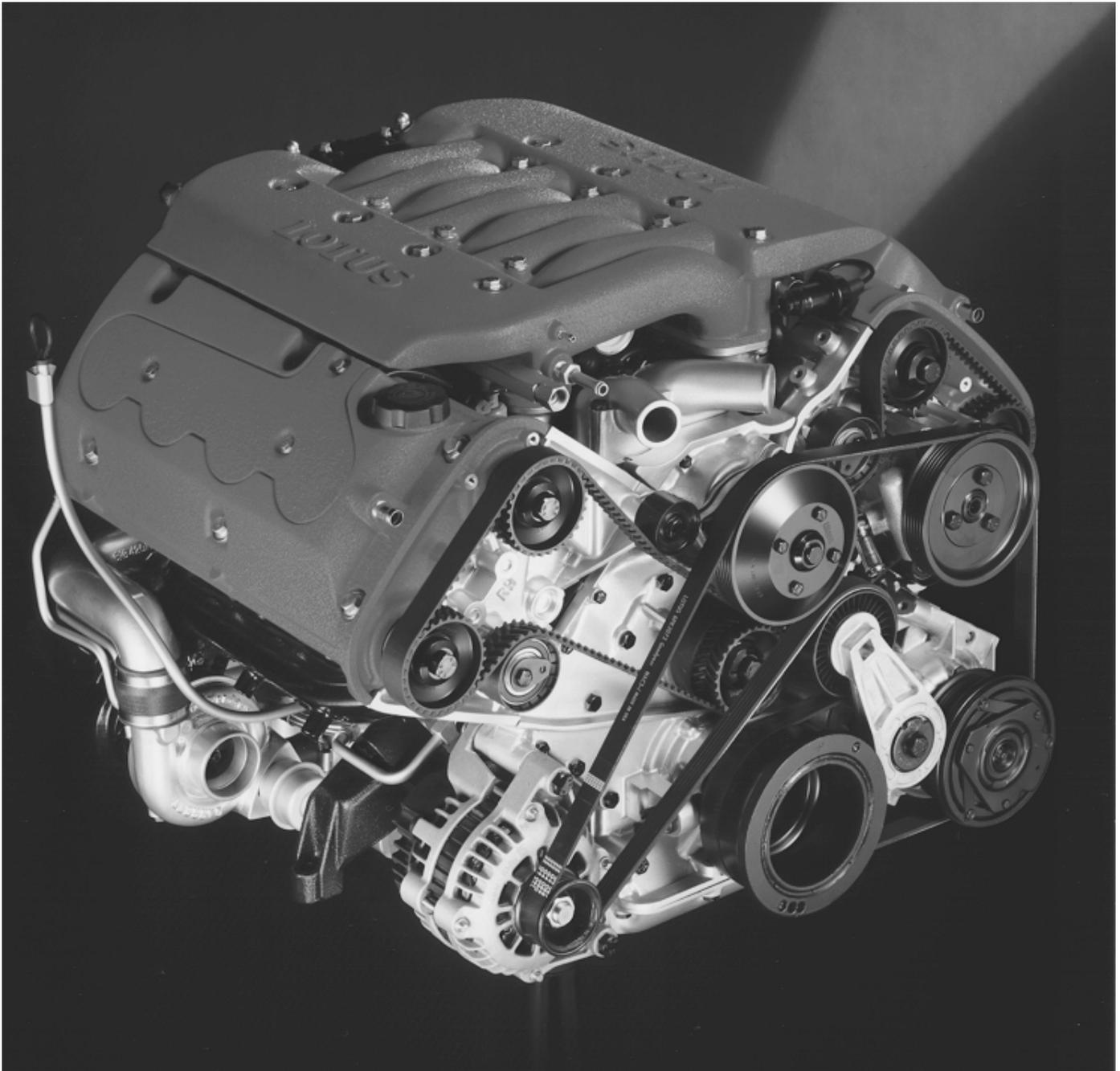
From the outset, the project team has made full use of simultaneous engineering and advanced design and performance analysis to shorten time scales and minimise risk. At the concept

stage, strategic partners were selected to take responsibility for supplying complete sub-systems combining leading-edge and proven technologies.

During the design phases, the team worked hard to minimise the package size, parts count, and weight. The results are impressive; the engine contains less than 1000 parts, with only 265 separate part numbers, and weighs 485 lbs complete with all ancillaries (power steer, air conditioning).

Following extensive dynamometer testing, "mule" Esprits with Phase 1 & 2 engines installed have carried out numerous test and development programmes in Sweden, Canada, Italy, USA, France, and the UK. In all, over 200,000 miles of testing in all weathers, conditions, and temperatures have been accumulated.

Lotus has a policy of investing in advanced CNC systems for



component manufacture, while making full use of assembly by skilled technicians. Working to DIN 9002 quality standards, the manufacturing facilities can produce up to 1500 new Lotus V8 engines per year. Expected build rate of the Lotus Esprit V8 is approximately 400 cars annually, the additional capacity available to external customers for the new power unit.

In 27 months, from a clean sheet of paper, the Lotus design team with its technical partners has developed an exciting and efficient engine with an all-new engine management system. Fully compliant with world-wide legislation, it will set drivers' pulses racing - the twin-turbo Lotus V8.

LOTUS 918 ENGINE SPECIFICATIONS

Configuration: All-alloy twin-turbocharged V8, 90 degree angle, single-plane crankshaft
Bore: 83mm
Stroke: 81mm
Capacity: 3506 cc
Power: 350 hp @ 6500 rpm
Torque: 295 lb ft @ 4250 rpm
Head chamber: Aluminum alloy, four-valve pent-roof
Valvegear: Dual overhead camshafts with one toothed belt per bank, hydraulic tappets
Inlet valves: 33.5 mm
Exhaust valves: 30.0 mm
Block: LM25TF aluminum with cast iron wet liners, spheroidal graphite cast iron cross-bolted main bearing caps
Turbochargers: Two Garrett T25 water-cooled, oil-lubricated
Engine management system: Lotus-designed strategies for operation within emission, economy and OBDII diagnostic requirements
Fueling: One primary injector per cylinder, one secondary injector per bank
Ignition: Four double-ended coils triggered from sensor on crankshaft
Ancillaries: Water pump, alternator, power steering, air conditioning compressor
Weight: 485 lbs complete

LOTUS NEWS

Lotus press releases and other sources

Rod Mansfield is leaving his position as CEO of Lotus Cars Ltd. A replacement has not yet been named.

An announcement regarding the sale of Lotus is said to be expected in a few weeks. Lotus has denied rumors that Bugatti will sell it to Korean manufacturer Daewoo.

Doc Bundy in his GT-2 Esprit placed eighth after blowing his motor on lap 31 at the SCCA World Challenge race in St. Petersburg, Florida on February 25th.

The factory race team Esprit V8 had its first race March 3rd at Circuit Paul Ricard in southern France, placing 35th after retiring due to a cracked exhaust manifold. The car placed 11th on the starting grid. Team management was extremely pleased with the car's performance, despite the disadvantage of the fast circuit which favors power rather than cornering finesse. Ferrari F-40s started first and second, but were beat to the finish by the McLaren F1 of James Weaver and Ray Bellm. Next Global GT race is March 24th at Monza.

First deliveries of the Elise will be in July in the UK, September in Europe.

Lotus Cars USA web site is <http://www.lotuscars.com>

The metal matrix composite brake rotors developed for the Elise are supplied by the Waupaca Foundry in Wisconsin.

Book review by R. Fehr

AUTHENTIC LOTUS ELAN & PLUS 2

Paul Robinshaw and Christopher Ross
1995, Motor Racing Publications Ltd./Motorbooks International, \$49.95

This is an expanded edition of "Original Lotus Elan" published in 1989. The authors have done an amazing job of researching the various specifications, changes and component suppliers for the Elan and now, in this new edition, the Plus 2. This is the book that will tell you if almost 3,000 Elans were really built in 1964 as the serial numbers seem to indicate, how Lotus adapted the Triumph steering rack, why inboard rear brakes did not work, and how the five speed gearbox was conceived and built. An added bonus in this edition is the contribution of Elan and Plus 2 engineer and stylist Ron Hickman, who fought with Chapman but conceived many of the innovative features of the cars. Hickman's Plus 2 development diary reveals how different the car might have been if more time or money had been available or if Chapman had prevailed with some of his ideas, such as powering it with a Lancia V4.

This book should be worth the price if Lotus technical details and development anecdotes interest you. It is almost indispensable when restoring an Elan.

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