



Lotus

Jan / Feb 1997



Lotus GT1 - the car that could put Lotus back in the winners' circle.

-Lotus Racing photo

Lotus GT1 Unveiled

-Lotus Press Release

Group Lotus International Limited and GT1 Lotus Racing have unveiled the most innovative ultra high-performance Lotus road car to-date. And, as the new Lotus GT1 class-contending race car, it has the potential to deliver spectacular results in 1997 and become the most successful Lotus racing car since the 1987 Lotus Type 99T which was driven successfully by Ayrton Senna in Formula One competition.

The GT1 race car is a variant of the new Lotus GT1 road car and takes the company to a new level in sports car production technology and performance. The racing version has been developed specifically for the highly popular BPR/FIA GT Series, the Le Mans 24 Hours, and other endurance sports car racing [including US events -Ed].

Both of the new cars continue the philosophy established by the late Colin Chapman of light weight and sophisticated engineering. Intense attention to detail and the use of advanced materials has allowed the new car to achieve the target weight of 900kg (1,984.5 lbs) in both road and race car trim. The Lotus V8 engine (as fitted to the Esprit V8) provides in excess of 550 hp in race trim, and 350 hp in the road car.

"The project has been a collaboration between the Lotus elements of Engineering, Design, Marketing and Racing," said Romano Artioli, Director of Group Lotus International Ltd. "It demonstrates our advanced capabilities in all of these areas and has resulted in an outstanding high-performance sports car and winning GT race car."

An extensive testing program is underway, as is the homologation program on the road version. The Lotus GT1 road car will be built specifically to customer order.

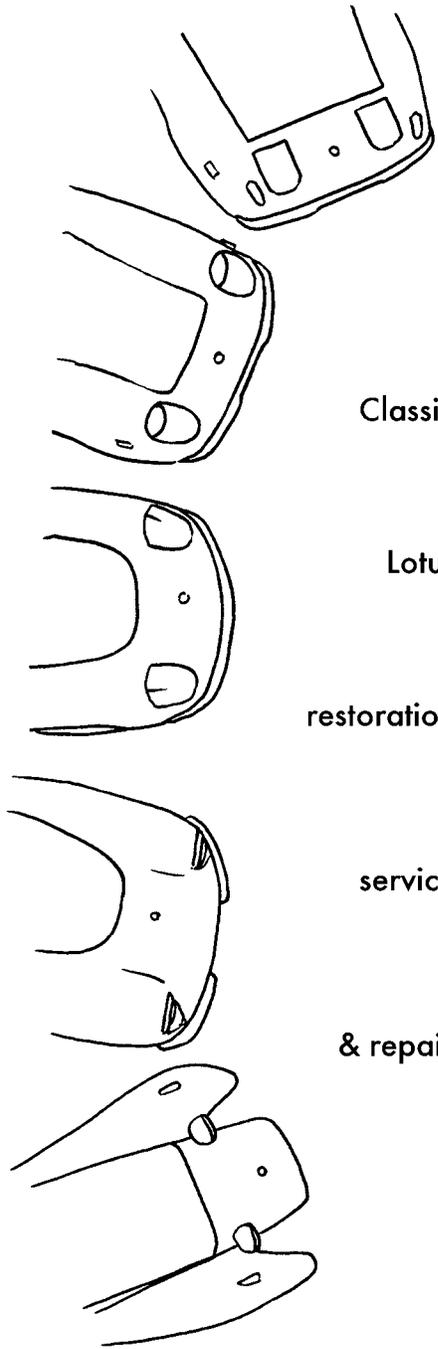
Early indications confirm the Lotus GT1 will be extremely competitive against next season's cars from Porsche and McLaren, currently the front runners in the GT series.

"We have achieved outstanding results in 1996 from a car [V8 Esprit] which was far from ideal for the job," said George Howard-Chappell, chief engineer of GT1 Lotus Racing. "With the input of new and advanced technology from Lotus, which still holds one of the most successful records in motor racing ever, and the commitment and dedication of an extremely professional GT racing team, we are confident of a high level of success in 1997. We are racing to win."

(continued on page 3)

The styling team at Lotus Design has created an all-new body in carbon fiber for the new Lotus GT1. The body is the direct result of

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many hours of aerodynamic development in the wind tunnel both by Lotus Design and Lotus Racing technicians. What they have produced is a stunning design which is both beautiful and functional, providing great stability and balance with minimum drag.

Cooling efficiency is extremely high, to assist with the demands of running at high power for several hours in diverse climates. Driver cooling (without air conditioning) for the road car and for endurance racing has been a vital consideration for the new car and has been achieved to the highest level. Venting for the rear brakes is innovatively achieved through intakes at the front of the car which channel the cool air down through the inside smooth surface of the chassis main beams directly onto the brake discs. Intakes at the side and rear of the car provide engine oil (top) and engine bay cooling (bottom) and engine air intakes (center). The rear wing (for racing versions only) acts in conjunction with both the body and the underbody sections of the car to create substantial downforce.

The Lotus GT1 engine is taken directly from the Lotus Esprit V8 and provides 350 hp in road car form, but is increased to in excess of 550 hp for the race car. Displacement remains at 3500cc, with twin Allied Signal intercooled turbochargers. Bore and stroke dimensions are 83mm x 81mm. Development of the racing engine has been carried out by Lotus Racing and Lotus Engineering and consistently improved during the 1996 season in the BPR series. Optimization of the power, torque and driveability of the engine for the race version have been achieved in conjunction with high levels of reliability. The road car retains the highly praised characteristics of the Esprit V8.

The Lotus GT1 introduces a 6-speed sequential Hewland gearbox for both the race car and the road version, the first time a sequential gearbox has been fitted to a Lotus road car. The race car incorporates quick-change interchangeable ratios. An AP Racing 4-plate hydraulically operated clutch is used, similar to the specification of the 1996 Esprit V8 race car.

The chassis of the Lotus GT1 is an ingenious progression of the highly successful aluminum extrusion technology pioneered by the Scandinavian company, Hydro Aluminum. The aluminum-bonded monocoque of the race car has been reinforced with the addition of an integrated roll cage which has created an extremely high level of torsional rigidity and safety for the chassis. The new chassis technology is unique to Lotus. The new GT1 is a further development of this ground-breaking design.

In developing the chassis/suspension for the Lotus GT1, suspension components have been designed and manufactured to exacting standards to provide maximum rigidity. Solid, fully rose

jointed racing suspension pick-ups provide a highly accurate, rigid, positive and direct feedback. Race specification Firth Rixson coil springs over Penske lightweight dampers are fitted to both the road and race cars.

Competition specification wheels for the Lotus GT1 are 18-inch diameter Speedline cast magnesium, 11 inches wide in front and 13 inches wide in the rear. Michelin Pilot MXX3 tires are used. Fourteen-inch AP Racing 6-piston machined aluminum calipers are used front and rear, with 14-inch cast-iron discs for the road car and carbon discs of the same diameter from Carbon Industrie for the race version. Brake balance is adjustable from the cockpit.

The GT1 race car has a three-point air jack system, with two jacks at the rear and one under the nose. A compressed air plug-in point is located at the lower right-hand corner of the windshield

TECHNICAL SPECIFICATIONS

(Road Car)

Length	176.8 inches (4.49m)
Width	82.3 inches (2.07m)
Height	43.3 inches (1.1m)
Ground Clear.	4.7 inches (120mm)
Wheelbase	105.3 inches (2.65m)
Front Track	66.9 inches (1.7m)
Rear Track	64.7 inches (1.643m)
Curb Weight	1984.5 lbs (900kg)

Engine	3.5-liter, 32-valve, twin-turbo V8
Displacement	3506cc
Bore	83mm
Stroke	81mm
Horsepower	350

Gearbox	Hewland six-speed sequential
Clutch	AP racing four-plate, hydraulically operated
Brakes	14-inch iron discs, 6-pot calipers all around
Wheels Front:	18-inch magnesium center-lock; 11" wide
	Rear: 18-inch magnesium center lock; 13" wide
Tires	Front: 275/35 ZR18, Michelin Pilot MXX3
	Rear: 345/35 ZR18, Michelin Pilot MXX3
Structure	Extrusion-based aluminum monocoque
Suspension	Fabricated steel uprights, rocker and wishbone front and rear Penske racing dampers
Cooling	Aluminum water and intercooler radiators at the front, side mounted engine oil coolers

FOR SALE

Four 13" x 5" "Minilite Sport" aluminum wheels with brand new Minilite steel lug nuts. Fit Elan, Europa and Seven with Triumph axle/hubs (3/8" studs, 4 x 95mm spacing). 3 5/8" back spacing. Excellent original condition, factory silver coating with gold center and spokes, circa early 1970s. \$495 for wheels, new lug nuts, and used aluminum lug nuts. Bob Scheib, 509-783-1942 (w), 509-735-0304 (h).

Evergreen Lotus Car Club FYI and COA

Lotus Lines is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the President. Other Lotus clubs are welcome to use the material printed in the *Lotus Lines*, provided that the ELCC, *Lotus Lines* and author are duly credited. The ELCC is not affiliated and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any other Lotus related organizations.

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.

EVENTS CALENDAR (Pull out and post)

Subject to revision - watch for updates.

January

18 Sat ELCC Membership Meeting, 2:30pm

February

? ? ELCC Membership Meeting
22-23 Sat SCCA PRO Rally, Doo Wops I & II, Olympia

March

1-2 Sat SCCA Double Driver's School, Bremerton
8-9 Sat SCCA Regional race, Bremerton
15-16 Sat Donington Lotus Festival and Exhibition,
England, 44-1362-691144
15-16 Sat SCCA PRO Rally, Doo Wops III & IV, Olympia
30 Sun Easter

April

5 Sat SCCA Solo II, Driver's School, Kent
6 Sun SCCA Solo II, Regional #1, Kent
11-12 Sat SCCA PRO Rally, Wild West National, Olympia
26 Sat SOVREN Defrost Kickoff, Vintage Races,
Bremerton

May

4 Sun SCCA Solo II, Regional #2, Kent
8-10 Fri SCCA Pacific Forest Pro Rally
17-18 Sat Vancouver All British Field Meet
17-18 Sat SOVREN Spring Sprints Vintage Races, SIR
23-25 Fri Classic Motor Car Rally
24-26 Sat SCCA Double National Road races, SIR
25 Sun SCCA Solo II, Regional #3, Bremerton
26 Mon Memorial Day
31-1 Sat SCCA Regional Road race, Bremerton

June

7 Sat SCCA Oregon Trail PRO Rally, Oregon
8 Sun SCCA Solo II Special Event, Walla Walla
22 Sun SCCA Solo II Regional #4, location TBA
28-29 Sat SCCA IT / Pro weekend, SIR

July

3-6 Thu SCCA PRO Rally, Olympus FIA International,
Olympia
4 Fri Independence Day
4-6 Fri SOVREN NW Historics, Vintage Races, SIR
6 Sun SCCA Solo II, Regional #5, location TBA
12-13 Sat SOVREN NW Historics, Vintage Races, PIR
19 Sat Bellevue All British Field Meet
26-27 Sat ORV RallySprints, Olympia

August

15-17 Fri Monterey Historic Automobile Races
30-31 Sat Portland All British Field Meet, Oregon
31 Sun SCCA Solo II, Regional #6, location TBA

September

1 Mon Labor Day
20-21 Sat Whistler Run, British Car Tour, British Columbia
20-21 Sat SOVREN Fall Finale Vintage Races, SIR

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) 465-5773.

SOVREN is the Society of Vintage Racing Enthusiasts, (206) 935-4109.

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.

SS is the Sand & Sage Sports Car Club, Richland, (509) 943-2093

Blue Mountain Autocross Club, (509) 529-7937
Hill Climbs, (206) 739-6044

January 18 Club Meeting:

Elise Show and Tell

-Randall Fehr

Members who attended the November meeting saw a "smuggled" tape of several recent British television productions about Lotuses, thanks to Mike Galos and his e-mail connections. One of the most interesting videos was a feature-length documentary on the conception, design and construction of the new Elise, which we did not have time to view in its entirety. Due to its high quality, its relevance to our enthusiasm and to the future of Lotus, and to the excitement that this new model is causing in the automotive world, we are dedicating the January meeting to viewing a new copy of the video, just arrived direct from the producers in England.

I also plan to have a part from the Elise for display.

Jim Taylor has secured a large comfortable room with big screen video on the campus of Shorewood Apartments on Mercer Island where we will provide some snacks, have some time to mix, and then run the tape.

See directions on the back page.

FOR SALE (non-member ad)

1974 Lotus Elite. 25000 miles, restored, AC, PW, CD, 5 speed. A fast, rare car. Excellent condition. \$6300 obo. Call Phil in Santa Rosa, California at: 707-542-0623 or 707-546-1848.

WANTED (non-member ad)

Searching for a Mk I Lotus Cortina for restoration. Ideally I'm trying to locate a structurally sound roller without engine/gearbox. Alternatively, a complete Cortina GT or Mk II would suffice. I plan on building a street car for daily transportation. Thoughts? Suggestions? Leads? Call Tom in Federal Way, Washington at: 206-946-5324 (hm), 206-927-9680 (hm), or 206-596-5842 (wk).

Chairman's Notepad

-Randall Fehr

Welcome to new members Jeffrey Freeman who is looking for a Lotus, and Matt Graham, proprietor of Brooklands British Car in Tacoma and owner of two Europa-Renaults. Gary Holt joined in July and it's about time I welcomed him, too. He is currently seeking a Europa Renault or Twin Cam. Last but not 99th... Nancy McCraney has joined to become ELCC's 100th member for 1996!

Thanks to the Shuck family for hosting a rousing Christmas party. We had more than 20 guests, including Liz and Lou Goldmann from the Tri-Cities area. The ELCC photo calendars were unveiled and a dozen were sold on the spot.

We have created a new position at ELCC to recognize the contributions of member Mark Clear, who initiated and maintains our web site. As Mark created this position he deserves the right to name it, so "Webmaster" it is. Visit our site at its new address: <http://www.fastcorner.com/lotus>. At last count more than 600 Lotusphiles had looked at our page, which includes a bulletin board, cars for sale, *Lotus Lines* articles, photos, and links to other Lotus-related sites.

The 1997 Lotus Festival and Exhibition at Donington, England which we announced in the last *Lotus Lines* has been forced to change its dates: please note new dates March 15-16.

Dave Bean Engineering has been appointed by Lotus Cars USA as official Vintage Lotus Parts distributors, taking over all parts for original Elans, Europas, Elites and Eclats previously handled at LCU in Atlanta. Parts for later models will continue to be distributed by LCU. Independent Lotus parts vendors do not believe this will affect their supplies.

Lotus collected several prestigious awards in England at the end of the year. *CAR* Magazine awarded the Elise the "Most Innovative Production Car" prize, awarded engineer Richard Rackham with Best Single Innovation for the extruded aluminum chassis, and *CAR* readers voted the Elise "Best New Car". Autocar gave its technical award to Lotus for the Elise chassis, and the European Aluminum Automotive Awards jurists gave the Elise a medal in the Passenger Car category.

We plan to have a meeting in February - you'll hear about it as soon as it's been arranged (see below).

I would like to hear from anyone interested in hosting a club meeting this year, be it a summer backyard barbeque, a garage tour/"tech" session, or other happening. We are also open to suggestions for tours, shop visits and other activities. Call me at 206-782-8951 eves.

Elise Sprint and Hardtop

Evergreen Lotus Car Club FYI and COA	
Chairman:	Randall Fehr, 206-782-8951
Membership:	Alice Larson, 206-463-2816
Treasurer:	Craig Shuck, 206-788-1900
Newsletter Editor:	Jim Taylor, 206-232-2237
WebMaster:	Mark Clear, 206-803-5340
Membership in the ELCC is \$20/year and is prorated in three month increments. This includes nine issues per year and a club roster.	
Mailing Address for all ELCC correspondence is: Evergreen Lotus Car Club P.O. Box 40481 Bellevue, WA. 98015-4481, USA	
ELCC WebSite	http://www.fastcorner.com/lotus

-Reader's Digest ® version of Lotus Press Release

Lotus has shown a new version of the Elise, a stripped-down "Sprint" intended for spec racing, with a small wind deflector replacing the windscreen and side windows. It has been lightened by 40 kg. Lotus will appoint exclusive race prep companies in the countries offering Elise racing series (not US yet...) who will install an FIA approved roll cage with full four-point harness, competition springs, dampers and anti roll bar, STACK instrument pack with data logging provision, and closer ratio gear box, and competition mufflers. A tonneau cover is optional. Lotus claims that the racing series will range from sprints to hill climbs, road to ice racing.

A removable composite hardtop for the original roadster has also gone into production, and it seems that a coupe (fixed-head) sissyvylized version complete with wool carpeting is on the way.

1997 Photo Calendar For Sale

-Randall Fehr

Our first effort at a Club photo calendar has been a success. The first printing is just selling out and a new run is planned for the next few weeks. Those who have not yet seen a copy can do so at the



January meeting (see separate notice). Get yours soon so you can enjoy the January photo of the Montag's Elite.

The ELCC wall calendar is the result of a photo competition juried by members, depicting (mostly) members' Lotuses. Road and race models from Seven to early Esprit are included in beautiful photographs digitally processed and directly printed (approximately 8" x 10") for each copy of the calendar (no color photocopies). Historic Lotus events and legends' birthdays are noted.

We are already looking forward to next year's calendar photo competition and hope that members get some stunning photos of their Lotus ready for the event.

Format is 11" x 8.5" (11 x 17 displayed), wire bound, Cyclone digital prints. Price for members is \$20 each, postage and handling \$2 each. Non-members \$30 each (postage and handling included).

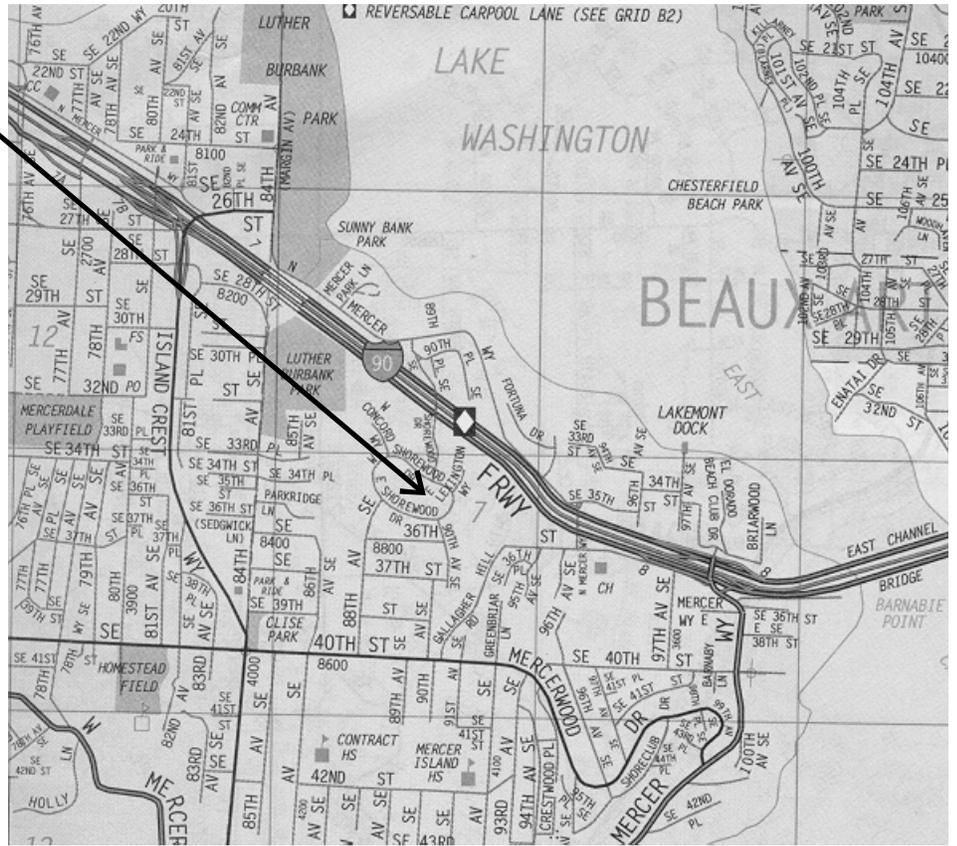
**January 18th,
Saturday at 2:30pm**

Hosted by Jim Taylor on Mercer Island at the Shorewood Apartments Activity Center. The Center is behind "Spruce" Building 19 (9043 East Shorewood Drive). Just follow the signs to the Activity Center. Parking is available right in front of the Center.

Phone 206-232-2237 for further directions.

Highlights:

- Elise video on a big screen TV.
- Snacks, drinks and socializing.
- A live visit to Jim's Garage.
- New members always welcome!



EVERGREEN LOTUS CAR CLUB
P.O. Box 40481
Bellevue, WA 98015-4481

First Class Mail

Renewal forms were sent out in mid December.

Call Alice Larson if you did not receive a form,

THIS IS YOUR LAST LOTUS LINES UNLESS YOU RENEW !