



# Lotus Lines

March / April 1997

Newsletter of the Evergreen Lotus Car Club



## A Lotus Esprit S4, an Acura NSX and a grin half way across Canada!

*-Mark Clear*

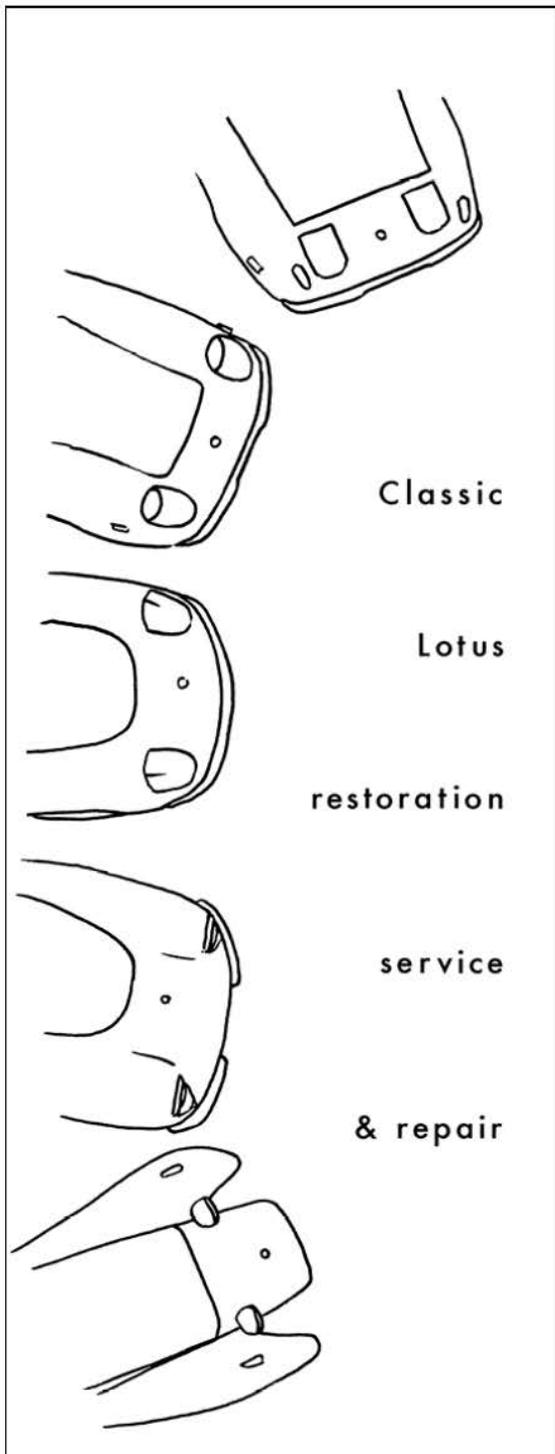
Owning a Lotus has been an ambition of mine for a number of years now. I turned 25 this year, the magical age when car rental companies actually let you touch their cars without laughing you out of their office. It is also the minimum age requirement for a little outfit in Vancouver, Canada called Exotic Car Rentals, 604-736-9130. Their stable includes cars such as an Acura NSX, Dodge Viper, Ferrari 348 Spyder, Porsche 911 Carrera 4, many BMW's, Mercedes, Harley's and the like. However, what I came for was their '95 Lotus Esprit S4..

Here's the plan. Rent the Lotus for a day. Tour the southern part of Vancouver Island, and stay the night in Victoria. What better way to treat myself to a 25th birthday present? So reservations were made for Monday, February 21st. My cousin, Jim, took no convincing to join me for the trip.

Ten minutes before leaving for Canada, I call the rental office to confirm reservations. "Well Mr. Clear we have some bad news." The weather was looking beautiful, so I knew my

luck was going to run out sooner or later. As my heart sinks, I learn the driver's side window in the Esprit was broken about ten days prior and parts were stuck in Canadian customs. What looked like a bad situation actually turned for the good. In exchange for the Esprit we rented an Acura NSX on Monday. Meanwhile, thanks to the generosity of shop owner Raymond Benard, the Esprit was made available for my use on Tuesday, minus one window. Double the fun.

The cars come equipped with black boxes that record vehicle information such as speed, rpm, wheel spin, acceleration and deceleration. They do impose limits on the cars that can equate into extra charges if exceeded. However, the limits act as a deterrent that protects both you and the car from your potentially overconfident ego, yet still give you plenty of room to play and have loads of fun. Simply put, don't lay rubber, drive it at redline or exceed 130mph. The boxes and limits may sound a bit disturbing at first, but I had no problem pushing the car hard and enjoying the drive. Once back in the shop they plug a laptop computer into the car that downloads the data and compiles the information. According to owner



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Raymond Benard, the data boxes have reduced annual maintenance cost by almost 60 percent. Although not fully functional, the cars are also equipped with GPS navigation that allows the shop to locate them at any given time.

After driving to and staying in Vancouver on Sunday night, we were up bright and early on Monday morning to pick up our first car. The Acura NSX came in the traditional red on black with a rare body colored roof. Sign your life away on paper, exchanging the briefcase full of money, a quick run down on the features and we are on the road. Anticipating no luggage space, we packed extremely light. The trunk easily absorbed our duffel and camera bags with room to spare. Like most exotic sports cars, the first thing we must adjust to is the unique driving position with low, reclined seats and offset pedals. The grin is already starting to hurt. North across the Burrard St bridge into downtown Vancouver, left on Georgia St. toward the Lions Gate bridge and we are on our way. The car is very smooth and balanced. Power comes on strong, but not abusive. Take a corner... damn it's incredibly agile and visibility isn't too bad either. We proceed up to Horseshoe Bay where we catch the ferry over to Nanaimo on Vancouver Island. The mountains in BC are magnificent and breathtaking. I'm going to have to come back to see the mountains someday. In Nanaimo the effects of driving an expensive car settle in. A gang of teenage boys crowd the car at a gas station and ask how much drugs I had to sell. On the road, an old beat up truck nearly takes off my left front fender as I swerve two lanes to avoid her. So that's why they make these cars handle so well...to get out of the way! From Nanaimo we head northwest to Sproat Lake for about a 2 hour drive of open freeway and semi-windy roads.

The NSX is extremely well balanced and neutral. Around corners, the car gives incredible grip. Driving through S-curves defines the term rails. The back end did break away from me once unannounced, but a little correction and it was quick to snap back on the rails. Plant the pedal to the floor and the engine responds with smooth, steady power that launches you past slower traffic. The car is very easy to drive, my mother would enjoy this! Sproat Lake is home of the last two remaining Martin Mars water bombers. The largest flying float planes in the world. From there we turned around and backtracked down to Nanaimo and then headed South for an hour and a half to Victoria. The brakes are perfect. The pedal has just the right feel to it that stops the vehicle with superb



confidence. The interior is quite livable. Such features as cruise control, tilt steering wheel, and magazine pockets behind the seats make long distance driving comfortable. The fit and finish is what can be expected from Honda's luxury line. Lodging was planned at the Laural Point Inn which overlooks the beautiful Victoria waterfront. We arrived shortly after dusk, but night is just as gorgeous with the Government building all lit up. After dinner, a couple beers with some local friends, and a joy ride in the car, it was time we got some shuteye for the next morning.

Now for the Lotus! Benard gives us a quick shuttle(Land Rover Discovery) over to the repair shop where the car is. Same as before, paperwork, money, and lessons how to operate the car. Wow, the seats are even lower than the NSX. First task, back the car out of the garage with a truck blocking half the driveway. Man, visibility really does suck. Mission accomplished (slowly), I am now parked in the middle of a street. Put the shifter in first, release the clutch and cough, chug, chug. Clutch in, whew didn't stall it. Let's try this again. Little more revs, clutch out (slower this time), and the car rolls much better!! Shift into second, press down on the accelerator, and my butt gets firmly impaled into the seat as the revs pass 3000rpm. Clutch in, whoa, where did that come from!! Turn the corner, let's do that again! Same route as before, we make our way through downtown Vancouver and up to Horseshoe Bay. However this time, we continue north along the Bay on route 99 to Whistler/Blackcomb ski resort, about 2 hours. Now this is the road I've been looking for. Twists, turns, and lots of passing lanes to blow by the slower common folk. If you're looking for a windy road in Vancouver, this is it.

The Lotus comfort level and build quality isn't quite as nice as the Acura, but man is it fun to drive! Acceleration is incredible and like all turbos, power comes on all at once in the upper revs. Once you feel the car under full acceleration, you have to punch it again! Passing cars is a blast. Turbo lag seems moderate, but who cares. Gear changes were clumsy and I often found myself searching for first gear at lights. Handling is much like the NSX, sticky in every regard. In hard corners, the back end of the Lotus would occasionally roll a little as if it were about to slide, however the tires never gave in. Like most Lotus cars, this one needed some work too. The engine was a little out of tune and coughs at 4500rpm under full acceleration. Clogged fuel filter, or weak fuel pump perhaps? Brakes were not up to my taste, requiring too much pedal effort to stop the car. At initial application, they have a mushy feeling. City driving is not easy either, however the

### Evergreen Lotus Car Club FYI and COA

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 Questions? Please contact the Editor.

convenience of two fuel fillers is nice at the gas station. Last but not least, the looks. Everywhere you went, you get comments and looks. I guess one gets used to the attention. Lucky the car wasn't red.

After the dust settled, we had driven 800km in 36 hours in two amazing supercars and spent nearly \$1000 CN in doing so. By comparison, the Lotus is much more brutish and aggressive than the NSX. For the serious car enthusiasts, the Lotus is quite enjoyable and likes to be driven hard. The NSX gives comparable performance in a much more balanced and civilized package. The NSX is also better suited for long road trips and daily city driving. For \$80,000, take your pick. As for me, I'll take both! Meanwhile, it's back to reality and my Volvo. Anybody taking a trip to the Vancouver area should check out Exotic Car Rentals and live a day in your own dream car.

I had been looking for Elans and Europas on and off for ten years on the east coast. This car, a 1972 Europa Twin Cam #2640, was sold in California to a guy from Seattle in 1979. He drove it home to Seattle and parked it, intending to rebuild the head - it was burning oil. 18 years later he still had not gotten around to it!

Since the car has been sitting for so long it never had a chance to be abused. It's all original, with 19,000 miles on it. I plan to completely restore it over the next 18 - 24 months using professionals for the fiberglass and engine work. I'll do everything else, and the car will be completely stock.

## Member New Acquisition of the Month

-Gary Holt



Gary Holt on the way home with his 1972 Europa Twin Cam

# EVENTS CALENDAR (Pull out and post)

Subject to revision - watch for updates.

## March

- 1-2 Sat SCCA Double Driver's School, Bremerton
- 8-9 Sat SCCA Regional race, Bremerton
- 15 Sat Mt. Baker Car Club Ides of March Fun Rallye, 12:30pm, call Bert Lederer at 360-671-0859
- 15-16 Sat Donington Lotus Festival and Exhibition, England, 44-1362-691144
- 15-16 Sat SCCA PRO Rally, Doo Wops III & IV, Olympia
- 29 Sat ELCC Breakfast meeting, 9:30am at the Original Pancake House, Kirkland
- 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
- 19 Sat LaConner Tulip Daffodil Rallye, 9:30am
- 26 Sat SOVREN Defrost Kickoff, Vintage Races, Bremerton

## May

- 3 Sat **Trip to Long Beach Peninsula, contact Nikki Daniels at 206-348-3553**
- 4 Sun SCCA Solo II, Regional #2, Kent
- 8-10 Fri SCCA Pacific Forest Pro Rally
- 12-18 Mon British Car Week - Drive Your Lotus!
- 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

## Club Meeting Saturday, March 29th

We're having a breakfast meeting at the Original Pancake House in Kirkland at 9:30am. They're located at 130 Park Place Center, phone 827-7575. Take the 85th Street exit off of I-405 and head west on 85th. Go to the light at 6th and turn left, then a right into the shopping area. The Pancake House is on the south side of Park Place Center.

## Club Meeting and Long Beach Peninsula Trip, May 3rd

Let's do another breakfast meeting, actually it's combined with the send off for the members going to Long Beach. Meet at the Mitzel's in Fife at the corner of Pacific Hwy East and 54th Avenue East. Take exit 137 off of I-5 in Fife, go West on 54th to Pacific Hwy and turn right, then another immediate right into Mitzel's parking lot. Contact Nikki Daniels 206-348-3553 to reserve a room at the Chatauqua Lodge in Long Beach.

## The \$49,000 Europa

(Adjusted for inflation)

-Mike Galos

Member Mike Galos produced the following comparison table in response to this comment about Elise prices on the internet Lotus cars mailing list: "When Lotus were selling Elans and Europas they were selling cars that were affordable by a much larger segment of the population...."

| Category                | 1971 Example        | 1971 Price | 1997 Example          | 1997 Price |
|-------------------------|---------------------|------------|-----------------------|------------|
| Entry Level Car         | Ford Pinto          | 1,900      | Ford Escort           | 11,000     |
| Entry Sports Car        | Triumph Spitfire    | 2,500      | Mazda MX-5 Miata      | 19,000     |
| Normal Family Sedan     | Ford Galaxie 500    | 2,500      | Ford Taurus           | 22,000     |
| Sports Car              | MGB                 | 3,500      | BMW Z3 1.9            | 29,000     |
| Entry Lotus             | (after inflation)   | 3,500      | Lotus Elise           | 36,000     |
| Entry Lotus             | Lotus Europa S2     | 4,800      | (after inflation)     | 49,000     |
| Entry Porsche 911       | 911T                | 6,000      | 911 Carrera Coupe     | 63,750     |
| Lotus sports car        | Lotus Elan S4       | 6,300      | (after inflation)     | 64,000     |
| Lotus family car        | Lotus Elan +2       | 6,800      | (after inflation)     | 68,000     |
| Jaguar                  | E-Type              | 7,000      | XK8 Convertible       | 69,900     |
| Lotus Exotic            | (after inflation)   | 7,800      | Lotus Esprit V8       | 78,950     |
| Top End Porsche 911     | 911S                | 8,000      | 911 Turbo             | 105,000    |
| Entry Level Ferrari     | Dino 246 GT         | 14,000     | F355 GTS Coupe        | 133,725    |
| High End Italian Exotic | Lamborghini Miura S | 19,250     | Lamborghini Diablo VT | 249,000    |

Based on these numbers and averaging out the inflation rates in the various segments, an Elan S4 equivalent now should cost around \$64,000. An Elan +2 equivalent should run around \$68,000. An entry Lotus with a non-exotic sedan engine and stripped trim (Like the Renault engined Europa or the Rover engined Elise) should run around \$49,000.

By the way, if Selwa is listening or anyone from Proton or Hethel, I'd pay \$49,000 for an Elise. Happily.

## First Annual British Car Week, May 12-18

-Scott Helms

I'm relaying this information to you from the Scions Of Lucas, which is a popular British Car enthusiast group on the internet. In recent months, topics concerning the future of our beloved old British Cars have surfaced as well as discussions concerning an article written by Peter Egan in the March issue of *Road and Track* magazine. In this article Mr Egan mentions that he doesn't see old sports cars on the road anymore.

As a result, we have come up with the idea of an annual British Car Week for the sole purpose of promoting and enjoying these treasured automobiles. By setting aside an annual week celebrated by enthusiasts of all British car marques, we will enhance all aspects of this fine tradition of driving and enjoying these cars. This will help ensure continued enthusiasm for these cars as one entire group regardless of marque, and allow the rest of the world, who do not normally attend British Car events, a chance to see them out on the roads in unison.

The participation of this event is quite simple, just get your British Cars out on the roads and drive them as much as you can during this week, and feel free to continue for the rest of the driving season!

We are asking all individuals who receive this notification to please promote the First Annual British Car week in whatever

way they can.

Thanks for your participation. Any questions regarding this can be directed to Scott Helms, 3119 Hilltop Drive, South Bend, Indiana 46614 USA, e-mail TRMGAFUN@AOL.COM

## Chairman's Notepad

-Randall Fehr

Welcome to new members Jeff Quay, owner of a Europa, and Kerry Sear, owner of a 1974 Europa Special...and "bonne continuation" to all who renewed for the 1997 ELCC action.

Our Elise video meeting was well attended (over 20 people). For those who missed it, the tape can be obtained directly from NMTV, PO Box 101, York, YO4 4YR England. Credit card phone orders hotline: 1-44-1904-621-222, price £25 (about \$40). Be sure to ask for US "NTSC" format.

Just three or four ELCC 1997 Photo Calendars remain. Act now if you have already missed the birthdays of Graham Hill, Mario Andretti, and Jim Clark.

1997 Membership roster / vendor listings will be published this month.

## Another January, Another Lotus

-David W. Caley

Our Lotus Seven had only 10,000 miles on it, everything was original, it only needed a little "spiffing up", it did not represent a "project". I wanted a more modern car that would be easier on two old folks on long tours. Ideally an open car, but a GT Coupe would be fine. Well, I've looked and looked at everything from an Ace Aceca to Lotus Elan Plus 2's; from MG TD's to Jensen Healey's. Some were in perfect shape, some junk, but nothing seemed right. What to do? Call Randall: he recommended a Series 1 or 2 Elan, an open car, more creature comforts, more modern design, and stay with the Marque. He faxed four ads from the January Hemmings - all Lotus Elan's. One sounded like my kind of car - a 1966 Series 2 (just like the Seven) with low miles and everything original and in good shape. It was at Fantasy Junction in Emeryville, CA. Never heard of it - the town or the place. I called Mike Ostrov in Richmond, CA.

He immediately invited me to stay with him, and mentioned that he would meet me at Fantasy. Well, don't visit the town, but you've got to see Fantasy Junction!

Fantasy Junction is a very nicely decorated and cleaned up former candy factory with 50 of the loveliest exotic cars you can imagine. Each one is in first class condition, most are on consignment. Lots of race cars, old cars, new cars, sports cars, etc. The shop is run by Bruce Trenerly and Mike Duffy ("Mr. Kerb" of *Sports Car Market*). They had just received a shipment of Lotus cars from a Japanese collector and were fixing them up for delivery to a new buyer in Japan. Lotus VI, VII, 14, 15, 26R, 30, 50, etc. (I'm sure I got one of those numbers wrong.) WOW! I had arranged for Mike Ostrov to meet me at Fantasy Junction in order to look over the Elan. It turned out to be the least expensive and least interesting of all.

Mike Ostrov is a member of our club (in addition to every Lotus Club in US and beyond). He is an inexhaustible source of knowledge related to old Lotus cars, memorabilia, literature, personalities, places and events especially related to Elite and Sevens. Such a delightful and helpful gentleman. The rear brakes had fallen out of the type 14 Lotus Elite at Fantasy. The mechanic didn't know where to begin. The car was to be delivered in 2 days. Mike quickly assessed the problem, its cause and solution, went to his own shop, selected the best parts, returned to Fantasy and taught the mechanic how to repair the car. It was delivered on time. There was no discussion of money, just love of an old wonderful car and its correct repair.



The Elan, Bruce Trenerly, and David Caley at Fantasy Junction.

This man really cares about Lotus cars. His shop is full of Lotus Elites (14) and Sevens. He has restored Elan backbone chassis and fit Elite bodies to them. Amazing quality of workmanship and skill. He was also a gracious host.

The next day I drove the rental car to San Andreas, California. Over flooded roads and dikes giving way. Why? To visit Dave Bean Engineering, of course! Had lots of fun going through the warehouse with Ken selecting and rejecting parts for the Seven and Elan. New books on Twin Cam Engines, a head gasket for the Seven, and lots of little pieces. I shared information and pictures with the crew. They were very busy digging out from the load of stuff Lotus USA had sent from Atlanta. I couldn't get an outside picture of their place because of the rain (read downpour).

It was incidental to the above, but thrilling to me to buy the 1966 Primrose Elan Series 2. Love at first sight. Now I am waiting for Special Projects of Kent to deliver my "Project". Gads, it is original, in perfect shape, just like the Seven! Maybe one of Mike Ostrov's old Elites will be my real project...who knows...next January! (*Editor's note: the car was delivered safe and sound last month to a very happy David Caley.*)

## Lotus News

*-From the internet lotus-cars-list:*

During a factory tour in January, an Elise with a "prototype" air-bag steering wheel was spotted on the assembly line.

Lotus Sales Director says the Elise is not going to the US - homologation costs would be too high for the projected sales.

New Lotus CEO Mohamed Zainal hinted at a return to Formula 1 in 1999 - new owners Proton would like to be on the grid of the first Malaysian Grand Prix.

Lotus 50th anniversary in 1998 - plans under development, updates to follow.

From Mark Winston, Editor, LOTUS reMARQUE Lotus Ltd. Car Club, 05 Mar 97 03:33:28 EST: Tan Sri Yahaya Ahmad, who became the chairman of Group Lotus when Proton bought the company last October., died in a helicopter crash yesterday, along with his wife. [RF note: Ahmad was the man who did the deal with Artioli to save Lotus.]

*-From print media:*

Jim Selwa of Lotus Cars USA (importer) was interviewed in the February 10 *Autoweek*. He thinks most likely US Elise would be built by Proton in Malaysia.

From The Star, Kuala Lumpur, Thursday 6th Feb 1997: Proton picks new MD for British unit, by Tan Kah Peng. LONDON: Tony Oliver has been appointed managing director of Proton Cars (UK) Ltd, the Bristol-based subsidiary of the Malaysian car manufacturer. His appointment follows the announcement by Proton Malaysia that Mohamed Zainal, the former chief executive officer of Proton Cars (UK), has been made the new CEO of Group Lotus Ltd. He remains on the Proton Cars (UK) board. Oliver, who was the managing director of Proton Cars Europe since 1993, had served as European Business Director for Land Rover and Rover during an 18-year spell with the British manufacturer.

*-From press releases*

The FIA has published the 1997 BPR/GT1 race schedule, which includes US dates October 19 at Sebring and October 26 at Laguna Seca. Two or three teams will be running the Lotus GT1 (aka Mk 115 V8 Elise racer).

[Late rumors claim that the US GT1 races do not have final confirmation.]

## ELECTRIC LOTUS ELISE

*-Lotus Press Release*

A prototype 200-hp Lotus Elise, powered by two Zytec electric motors, will be unveiled at the Society of Automotive Engineers (SAE) International Congress & Exposition in Detroit, February 24-27, 1997. The vehicle will have a power-to-weight ratio equivalent to many supercars and could enter low volume production if there is sufficient demand.

"This is a really exciting project," says Zytec director Bill Gibson. "No one has ever built a fully road-ready electric supercar before, so at this stage we can only speculate on how it will feel. The driving

experience will be quite astonishing."

The Zytec electric Elise is powered by two internal, oil-cooled, brushless DC motors, individually mounted on light-weight (aluminum) single ratio Zytec gearboxes. Drive is transmitted to the wheels by equal length drive shafts. The two motors combined weigh just 57.3 pounds (26 kg) and produce a total of 200 hp (150 kW).

With instant access to maximum torque anywhere in the rev range and a total weight of just 1930 pounds (875 kg), performance is expected to be exceptional. Computer simulation predicts a 30-70 mph time of just 5 seconds -- the equal of many conventionally powered supercars.

Power will come from a 300V Nickel Cadmium battery pack, split between the previous fuel tank location and ahead of the vehicle scuttle to optimize weight distribution. The choice of Nickel Cadmium ensures that performance and "throttle" response are consistent as a steady voltage is available through the majority of the discharge cycle.

Zytec's electronic control system coordinates all power-related functions and provides regenerative braking and traction control. The company believes that the high-efficiency motor and control system together help to overcome many of the limitations currently imposed by electric vehicle propulsion batteries.

Zytec has engineered the entire conversion, including the motors, gearboxes, control electronics and cooling system. Lotus is supporting the project and will ensure that the car has the best possible ride and handling characteristics.

The running gear, bodywork and the extruded and bonded aluminum chassis are retained from the standard Elise, which is sufficiently light not to need power steering or power brakes -- both areas where additional conversion work would have been required. A future phase of development will see the addition of passenger compartment heating using heat from the motor cooling oil, which is cooled by the standard Elise radiator.

If the Zytec electric Elise does enter production, the cost of the vehicle without batteries could be similar to that of the standard car. Owners may then lease batteries at a penny per-mile cost equivalent to buying gasoline.

"Our aim is to make Electric Vehicles desirable, not just necessary through government mandate," concludes Bill Gibson. "The Lotus Elise forms an ideal test bed for high performance EV technology."

Other electric vehicles with powertrains engineered by Zytec include the Chrysler Intrepid ESX hybrid electric concept vehicle and a zero emissions kart for indoor circuits. In the Chrysler Intrepid ESX application, the motors are hub-mounted using a Zytec designed integrated hub, gearbox and suspension carrier.

### ZYTEK ELECTRIC LOTUS ELISE SPECIFICATIONS

|                 |   |
|-----------------|---|
| Maximum Power:  | 200 hp  |
| Maximum Torque: | 100 Nm  |
| Weight:         | 1930 pounds (875 kg)                                |
| Acceleration:   | 30-70 mph in 5 seconds                              |
| Maximum Speed:  | 90 mph (electronically limited)                     |
| Driving Range:  | 120 miles (using the industry-standard Bosch cycle) |
| Recharge Time:  | 60 minutes to 95%                                   |



John Maloney of Autosport Seattle gives a guided tour of the Twin Cam engine at his tech session for the ELCC on February 22nd. Many thanks to Autosport for the interesting and helpful demonstration. We had at least 25 members in attendance at this meeting, more than at any other in ELCC history.

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

## FOR SALE - WANTED - FREE

**FOR SALE:** Last Call - Four 13" x 5" genuine "Minilite" aluminum "Sport" wheels with brand new chrome lug nuts. Fits Elan, Europa, Seven, Spitfire, and GT6. 3/8" studs, 4 x 95mm spacing with 3 5/8" back spacing. Excellent original condition, factory silver coating with gold center and spokes, circa early 1970s. \$400 for wheels, new chrome lug nuts. Bob Scheib, 509-783-1942 (w), 509-735-0304 (h). (*Editor's note: Bob sent photos of the wheels and they do indeed look to be in excellent shape*).

**FOR SALE:** Lotus factory shop manual supplement for Europa TwinCam (all versions). Used, \$20.00, Bob Scheib, 509-783-1942 (w), 509-735-0304 (h).

**FOR SALE:** Uprights, spindles, hubs, discs and calipers (left and right sides) from 1972 Europa TwinCam. Excellent condition, \$100.00 pair, Bob Scheib, 509-783-1942 (w), 509-

## **Club Breakfast Meeting Saturday, March 29th**

We're having a breakfast meeting at the Original Pancake House in Kirkland at 9:30am. They're located at 130 Park Place Center, phone 827-7575. Take the 85th Street exit off of I-405 and head west on 85th. Go to the light at 6th and turn left, then a right into the shopping area. The Pancake House is on the south side of Park Place Center.



## **Club Meeting and Long Beach Peninsula Trip, May 3rd**

Let's do another breakfast meeting, actually it's combined with the send off for the members going to Long Beach. Meet at the Mitzel's in Fife at the corner of Pacific Hwy East and 54th Avenue East. Take exit 137 off of I-5 in Fife, go West on 54th to Pacific Hwy and turn right, then another immediate right into Mitzel's parking lot. Contact Nikki Daniels 206-348-3553 to reserve a room at the Chatauqua Lodge in Long Beach.

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



**First Class Mail**

