

Lotus Lines

Evergreen
Lotus Car Club

September/October
1999

Lotus unveils the M250 at Frankfurt



Well, rumors and spy drawings about the new mid-sized Lotus have finally been confirmed. On September 14th, the Lotus M250 show car was introduced at the Frankfurt Auto Show. The car, previously known as the "Emas" and "Project Monaco" is likely to go into production. After all, Lotus has been able to put the 340R into production (see the story on page 5) and after that almost anything seems possible. It is almost certain that with minor changes to the front bumper and engine that we will get this car in the US in 2002.

One hint that the car is designed for the US is that the M250 will include air conditioning, central locking and electric windows that are considered minimum requirements for sale here. Some surprising items planned are ABS braking and power assisted steering, needed to keep the driving practical in this larger car.

The M250 is designed to fit between the Elise and the Esprit. It uses a mid-engine layout and has a 250hp V6 engine and 6-speed gearbox. Weight is under 2200lbs. This gives a predicted performance of 0-60 in less than 5 seconds and 0-100 in less than 11 seconds placing the M250 well into the super car category. Top speed is electronically limited to 155mph.

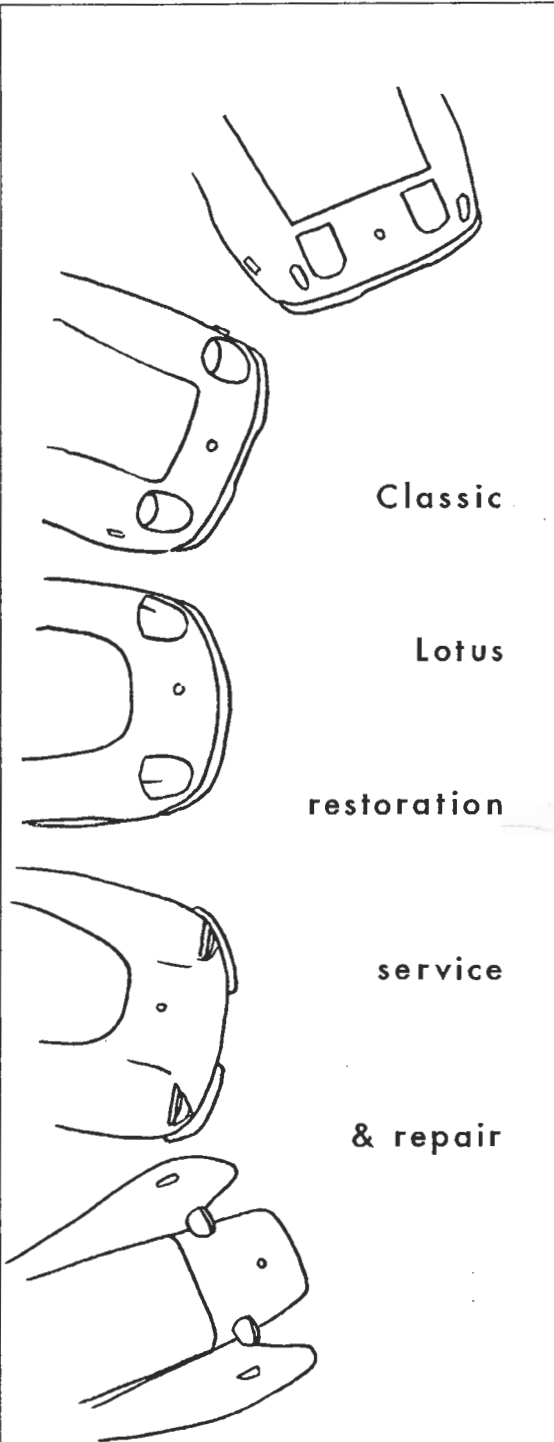
Lotus Car's managing director is already predicting that the M250 will be the best handling Lotus ever produced. Pricing should be between the Elise and the Esprit V8 that in the UK places it around somewhere around £35-40,000 (Figure around \$50-60,000 in the US). Expect more details as Frankfurt coverage shows up in the magazines.

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Upcoming Events:

- 10/5 PP Track Day
- 10/16 Photo Shoot
- 11/6 Pete Lovely Garage
- 11/20 Photo Selection
- 12/4 Holiday Party



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Import Laws Changed

Import your own Lotus 340R!

Exact details are still needed, but the US Government has changed the automobile import laws so that individuals may import cars that do not meet emissions or safety regulations.

1. You have to be an individual, as opposed to a company.
2. The car must be historically or technically significant
3. The car model can not have previously been imported by the manufacturer
4. You must not drive the car more than 2500 miles/year

It looks like several companies are researching what is needed to help individual accomplish this. More details should be available soon.

Import your own Elise!

Return of the Lotus Kit Car?

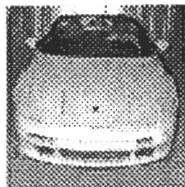
By Mike Galos

If you don't want to wait for the details from the last story, a web site has had some discussion lately claiming to arrange for US buyers to import a British spec Elise. The site, <http://www.EauRouge.com>, provides some information. I followed the e-mail link on the site and received more information from Graeme Wigglesworth (g.wigglesworth@dial.pipex.com). (Yes, that is his real name.)

The plan works as follows. They buy an Elise for you and do a partial disassembly. The disassembled car is shipped to the US (\$2,400 to the west coast) and then you get to reassemble it. He estimated it would take about 20 hours to do the reassembly work. Afterwards, you register the car as a home built hot rod.

So, in short, twenty-five years after leaving the kit car market, you can arrange to have a kit car Lotus. Still, any Elise sounds tempting...

*The 2000 West Coast Lotus Meet has
been scheduled in Napa/Vallejo
California on Sept 27 - Oct 1, 2000*



Future home of
ELCC Studios

October Club Meeting — Photo Shoot at Microsoft Campus

When: October 16th.

Where: Microsoft Corporate Campus
(One Microsoft Way; Redmond, WA;
98052)

Time: Show Up between 1:00 p.m. and
4:00 p.m.

More Information: (425) 881-7398
BrandyT@microsoft.com

Ah, the *Velvet Sweatshop*. You will be able to see for yourself how many people work Saturdays. Microsoft is a spot of intense curiosity (even by people that are not members of the Justice Department), home of huge parking lots and lots of twisty-turny roads, with just enough speed bumps to keep it interesting, lots of varied backgrounds and interesting levels for photographers. And perhaps best of all, a covered garage with power that we can quickly set up as our own car photo studio.

The club is going to be renting enough professional photographic equipment (lights, backdrops, diffusers, etc) to turn the lowest level of the building 30 parking garage into a car photo studio. We should be able to approach those sleek, glossy photographs that you see in car brochures.

The last photo shoot meeting we did for the 1998 calendar was a lot of fun. It was a great excuse to drive our favorite cars around and to socialize with other team members. I believe something like 40% of the 1998 Calendar came out of the photo shoot. Bring your Lotus, if you have one. Bring your camera and film and the club will supply the rest.

I would like to stress that everybody should plan on taking pictures. Mike and I will have our hands full with the studio equipment and will not have a chance to follow the club cars around to the other scenic vistas.

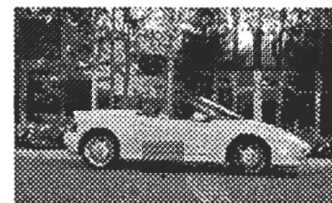
We will meet in the lowest level of the building 30 garage. This is the most north-east spot on the Microsoft Campus. We will have ELCC signs on NE 40th and on the turns you need to take to get to the spot, but it's really easy. Once you have arrived, you can queue your car up for its spot in the ELCC STUDIO, talk to other members, photograph cars, get a few people together and go on a campus tour/photo shoot, drink coffee, photograph other cars, eat munchies and photograph cars.

The event will happen rain or shine. Rain would actually make for better photographs.

See the back cover for driving directions.



Plenty of places to get interesting angles.



A variety of landscapes for back-grounds.



Lots of parking lots and twisty roads.

November 20th — 4th Annual Calendar Photo Selection Meeting

When: 11/20/99

Where: TBD

Time: TBD

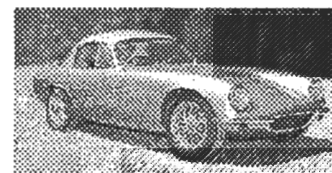
More Information: (425) 881-7398
BrandyT@Microsoft.com

Our house is being remodeled, so we are looking for a different location for this meeting. We are hoping that Park Place will host

this, or if you would like to volunteer a different location please contact me.

This year we would like to really encourage people to bring only film or very high-resolution digital images for consideration.

We are going to do the same categories as last year: 7 Beauty shots, 1 Project shot, 1 Humor shot, 1 Group shot, 1 Racing shot, and 1 Artistic shot.



1963 Elite Series 2. Owned by Maury Montag from the 1997 ELCC Calendar.

Park Place, Ltd. News



On October 5th Park Place will be sponsoring a track day at Seattle International Raceway for drivers with track experience and a Drivers School for those without.

SIR is a wonderful, old style track with some complex turns and our club members privileged enough to drive in the parade laps during the SOVREN historic races said that they had become totally addicted. For more information, contact Park Place, Ltd at (425) 562-1000



For those of you looking at getting a new Esprit V8, your options just got more flexible. Lotus has arranged a specific new leasing program through Chase. For more information, contact Park Place, Ltd or your local Lotus dealer if you aren't in the northwest.

Contact any current officer to explore volunteering for the open positions.

New Club Officers Needed

Yes, it is that time again. The current two-year terms of the ELCC officers are coming to an end and that means an opportunity for other people to shape the future of the club. All four officers' positions are up for election and now is the time to think about what position you'd like.

The positions are:

- Chairman
- Membership
- Treasurer
- Newsletter

Elections (if needed) will be held November Photo Selection Meeting.

If you are interested, contact Mike Galos either at (425) 881-7398 or by e-mail at mikegal@microsoft.com.

ELCC Officer Term Length Changes

At the last ELCC Officer's Meeting we looked at the current two year terms which run from January 1st of even numbered years and end on December 31st of odd numbered years and realized that this wasn't the best plan for the club. The problem is that every two years, we lose all our expertise unless some officers take another term. While this has happened a lot, it does require a four-year commitment, which is a lot

to ask of even the most dedicated fan of the marque.

What we've decided to do is stagger the terms so that half of the officer's two years end in odd years and the other half end in even years. Since nobody was particularly interested in signing up for a three-year term, we'll be doing one-year terms for half of our officers this time. Since a one-year term may be ap-

pealing to some potential officers, we decided to determine which positions would be one year based on who wants to run.





Lotus 340R Goes Into Production

Beyond what most people thought was possible, Lotus has released the 340R into production. For those of you not following the project, the Lotus 340R is the most minimalist car produced by Lotus since the 7. It is a car for people who think that the regular Elise is too encumbered by luxuries such as doors or a roof. It is also one of the quickest accelerating cars ever made for street use.

Based on the Elise's extruded aluminum chassis, the 340R as shown on the car show circuit last year used a single piece composite body to barely cover the interior, nose and engine compartment. The otherwise open sides were covered with translucent panels to enhance the feeling of speed. Items that don't improve the driving experience were removed or not included at all. These included obvious items like carpeting and a radio and went as far as doors, windows, a top of

any kind (not an ideal Seattle winter car) and envelope fenders. Power was 170hp and weight cut to only 500kg (1100 lbs). This gave a power to weight ratio of 340hp/1000kg, hence the 340 in the name.

OK. That was the show car introduced last year. What has changed to put the car into production? Surprisingly little. The body has been tweaked to meet European safety laws (alas, this is another Lotus we don't get) by covering the muffler so pedestrians don't burn themselves, enlarging the tail lights and adding a two level front wing that doubles as a pseudo bumper to keep from running pedestrians under the front wheels. That's it. The rest is still there (or generally isn't there).

Production has, of course added some weight. Even so, the weight is still only 1320lbs (600kg) and power

is now 177hp. While this drops the ratio down to 295hp/1000kg, this still leaves a car that does 0-60mph in 4.3 seconds.

Of course, if this isn't enough, there is always the optional "track pack" which drops the weight down to 1252lbs and boost the power to 190hp. While nobody has performance tests on this version yet, the track only version is expected to produce 0-60 times under four seconds.

While we don't get the 340R, if you want more information, the October issue of EVO magazine has both a cover story on Hethel's latest and a comparison of the 340R and the racing Elan 26R. The 340R is also the cover story in the October issue of Car.



"It is a car for people who think that the regular Elise is too encumbered by luxuries such as doors or a roof."

ELCC Holiday Party



When: 12/4/99
Where: Jess & Eddie Marker's
Time: TBD

Jess and Eddie Marker have graciously agreed to host another ELCC holiday party at their lovely house. Highlights of this party in the past have included eating the scrumptious potluck food, seeing the next year's calendar for the first time, and everybody's favorite – The dreaded club gift exchange!

More details to come in the November newsletter.

Pete Lovely Garage Tour



In the history of Formula 1, few Americans have participated. Even fewer Americans have been honored to drive for Lotus. ELCC member Pete Lovely is one of that elite group. Since racing both sports cars and Grand Prix cars for both Lotus and his own Pete Lovely Volkswagen teams, he has moved on to be a force in vintage racing and his Pete Lovely Racing paddock is always a landmark of great cars whether at SIR for SOVREN events or at Laguna Seca for the Monterey Historics. The shop is home to historic cars ranging from Pete's own Lotus 49 and 69 Formula 1 cars to classic race Ferraris owned by collectors and racers from all over the west.

On November 6th, ELCC will tour the Pete Lovely Racing shop in Fife. The actual tour is scheduled for 11:00AM until noon. For those of you leaving from Seattle, we've had a request to make the drive to the shop an organized drive. More details about the formal drive will be available once volunteers come forward to coordinate. (Take that a subtle hint to call or e-mail Mike Galos at 425-881-7398 or mikegal@microsoft.com).

Lotus Lines Layout



You may have noticed that this issue of *Lotus Lines* looks a little different than before. Well, every once in a while it is time for an experiment and this is it. We've been working on a new template for the newsletter to make it easier to read and more visually appealing. Of course, making a change like this should never be done in the dark so we'd like feedback. And, especially from those

of you who've read the issue all the way to page 6!

There have been changes in content type, layout and typography. Please let Mike Galos or any of the other officers know what you like and what you don't like. Don't feel that you are limited to just comparing the new design with the old. A time of change allows for

changes in all areas. If you want more coverage of other items such as tech topics or member's stories, just say so. It's your newsletter. (Of course, don't be surprised if you get a call asking to write a story as well, but that's part of the fun).

Web Site News



Those of you who browse the web, and that appears to be most of the membership, may have noticed some changes on the ELCC web site (<http://www.fastcorner.com/lotus>). This is just the beginning.

Over the next few months, the site will have some ma-

ior changes. Our webmaster, Mark Clear, is in the middle of both a technical and visual redesign including links creating a virtual megasite of all the west coast Lotus clubs. The site will also link to a new MSN Community created just for the ELCC membership.

As with all redesigns, this is a time consuming process and some of the features will not be available during the transition but the results should be dramatic and help to make the site the key Lotus fan resources on the web.




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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.

1969 Elan S3

Excellent condition with no evidence of crash repair. New front suspension bushings, steering joints, shocks, brakes, etc. Weber head, 145 psi compression. New radiator, oil, and fuel pumps. A reliable, fast and very tight example with no known problems. This car is reluctantly for sale because a restoration project is finally coming home and garage space is very limited. \$12,500. Felix Brunot. 415-258-9331.

1997 Twin Turbo V-8

Yellow with black interior. 1235 miles. Like new. Chrome wheels. Alpine CD-changer. Both Hard and Glass tops. \$62,500 -Call Steven 650-483-2141.

Park Place, Ltd. has the following Lotuses in stock:

1999 Lotus Esprit v8 2d coupe (aluminum) - \$87,115

1999 Lotus Esprit v-8 2d coupe (black) - \$88,715

1973 Lotus Europa JPS 2d coupe (black) - \$15,950



**Evergreen
Lotus Car Club**

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Chairman: Mike Galos425-881-7398
Membership: Jim Taylor425-232-2237
Treasurer: Craig Shuck425-788-1900
Webmaster: Mark Clear425-936-9948

Membership in the ELCC is \$20/year and is prorated in three month increments. This

Website <http://www.fastcomer.com/lotus>



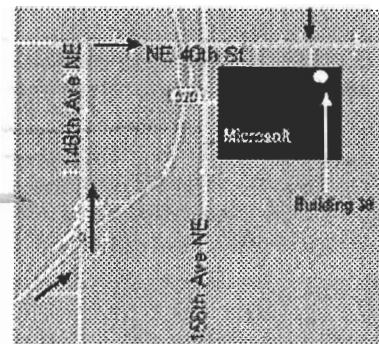
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Driving Directions for the 10/16 Photo Shoot

Page 3 contains the details for this event, but here are the driving directions.

- Travel to SR-520 heading EAST
- Take the 148TH AVE. N.E. NORTH exit.
- Turn RIGHT onto 148TH AVE NE.
- Turn RIGHT onto NE 40TH ST.
- Go THROUGH the 156th Ave stop light
- Look for ELCC Sign and Turn RIGHT at the SECOND Microsoft Entrance.
- Take the first LEFT. (This is building # 30)
- Park.



We will start shooting around 1:00 p.m. and expect to run out of light by about 4:30 p.m.