

# Lotus Lines

Evergreen  
Lotus Car Club

February  
2000

## From scale model... (Courtesy of PistonHeads.com)



Lotus have really got the bit between their teeth now, and the news just gets better and better for fans of the marque. The Elise has been a major success, the radical 340R a great demonstration of their ability to produce a special car in a very short time, and here now the Lotus M250, an exciting concept car which could slot nicely into the Lotus range between the Elise and the Esprit.

Fans have been desperately seeking information on the new model for the last few months with sketches appearing in Autocar but detail thin on the ground. PistonHeads was delighted to be the first to reveal more about the car.

- Mid Engined
- 250 bhp, 3.0 litre V6
- 6 Speed gearbox box
- less than 1000kg
- 0-60mph in less than 5 seconds
- 0-100 in less than 11 seconds

## ...to full size prototype at Frankfurt



## Construction

For the M250, Lotus have developed the innovative chassis technology used to build the Elise. Although designed from the ground up it uses the same technique of extruded units of aluminium bonded together to give strength with lightness. Several options are being explored for body construction including the use of aluminium and composite materials, which would be incredibly light yet very strong.

*(Continued on page 4)*

## and then the London Motor Show with some rather distracting models...



## ELCC Movie Night

by Dan Morrison

If you weren't there, you missed a great meeting. Roger and Sue Ann Croshaw graciously hosted this night's meeting and welcomed us into their beautiful home on Lake Washington. The evening got under way about 4:30 as members started to arrive. Drawing the attention of a few members in the family room was a Barrett-Jackson auction being televised by Speedvision. For others, the discussion centered around cars and even some non-car-related subjects such as Palm Pilots! Bob Wells gave a short demonstration on his new Palm Vx to a few onlookers. Quite interesting. Just the thing for keeping track of your life's schedule (providing no one adds unscheduled meetings!).

After some great conversations and milling around, it was time to do what we had come for...watch some movies! So after Roger popped more bags of microwave popcorn than he probably cares to remember, everyone stocked up on snacks and drinks and headed upstairs.

When we were first planning the Movie Night meeting, we knew Roger had a media room, but that there

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## From the Chair

February is here, and we are less than two months from Spring. Is your Lotus ready for the driving season? We hope to see lots of cars turning out this summer, and are planning plenty of driving opportunities for you to show them off. For this month's column, I had a collection of unrelated thoughts. The first is to welcome new members Bill Maxwell, Andre Gene Samson, Tom Miller, Richard Boyd, Mark Markell and Dick Billings. Watch out for this last guy. I think he might be trouble!

Last month I wrote that the primary goal this year was to get each member to at least one event. Well, I am happy to report that after Movie Night, we are already more than 20% toward that goal. What's more, Lin Hayashi, our only overseas member, was there to join us. And I thought it was going to be tough to hook up with him! Oh well, I guess I now have to set my sites on those folks east of the Cascades. Not to pimp the Movie Night article, but we did have a great time. Not surprisingly, we spent a lot more time jawing about cars, Palm Pilots, etc. than we actually did watching videos. Everyone there will not soon forget "Rendezvous". If you weren't there, ask around. I would like to specially thank Roger and Sue Ann Croshaw for offering up their beautiful home (complete with Media Room, where we did our viewing,) and Jess Marker and Bob Wells for bringing plenty of viewing material. Thanks also to Jim Taylor for bringing the drinks and munchies.

One of the more enjoyable moments for me personally was spending some time with Atchi, the ten year old son of Lin's friend Scott (did I lose everyone on the connection?) Anyway, Atchi's dad has a Europa that the boy loves and wants as his own. Of course, 6 years might as well be 100 when you are ten, but I told him to hang on. When I was ten, my dad bought the car I now own, and though I couldn't have believed it at the time, when I turned 16 that car was still hanging around. So, keep the faith, Atchi!

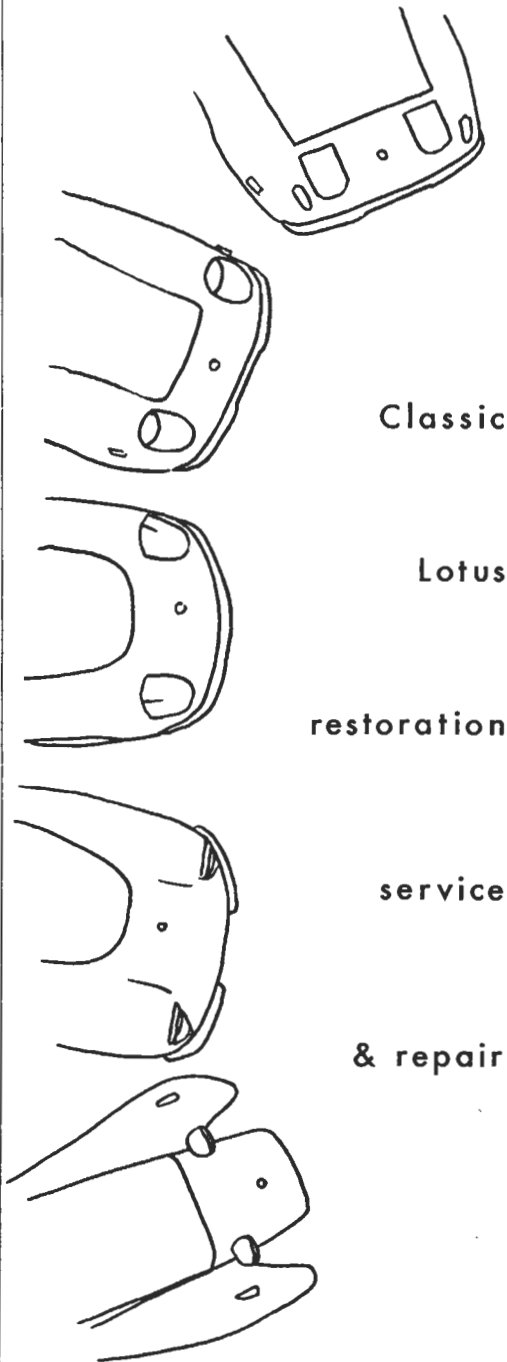
\*\*\*\*\*

I recently asked Jim Taylor to do a demographic review of our membership with regard to location. My hope was to learn where members were concentrated, and try to arrange events so that we don't force the same people to drive for hours month after month. What I learned was that we are so spread out, it's easiest for me if we have all events in West Seattle! OK, just kidding. In fact, we are very balanced around the greater Puget Sound. Nearly half the club (46) lives between Lynnwood and Federal Way, the Sound and Lake Washington. Another 12 - 14 members live in each of the following areas: South of Federal Way, East of Lake Washington and North of Lynnwood. Finally there are a handful on the Kitsap Peninsula, another half-dozen East of the Cascades, and a few that are out of state. What does this mean? I can't say just yet, but we'll be trying to hold a couple of events to the South and North this year. For those located East of Snoqualmie, the lobbying for a Tour de Yakima begins with me, and I'll accept all contributions with a friendly smile!

\*\*\*\*\*

Lotus has recently unveiled its M250 concept car (see accompanying article) and I just want to say "Wow!" This car is unlike anything on the road, with aggressive styling and attitude. Will it be built? Will we ever see it stateside? The Magic 8 Ball says "Ask again later." Regardless, what this car tells me is that Lotus has truly had an epiphany. While the Esprit is a wonderful car with incredible handling, many Lotus fans will acknowledge that the company has struggled with its success for a very long time. The Esprit has been in production for over 20 years, and some would argue that it was never right until they finally got the V-8 power. My view

(Continued on page 6)



Classic

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restoration

service

& repair

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206-622-7469

## 2000 ELCC Photo Calendar



What better way to day dream over your favorite marque than with the new ELCC Photo Calendar?

The calendar is the result of an annual club photo competition voted upon by ELCC members, depicting (mostly) members' Lotuses. Road and race models from the Seven to the new Elise Sport 190 are included in beautiful photographs digitally processed and directly printed (approximately 8" x 10") for each copy of the calendar (no color photocopies). In addition, club events, historic Lotus events and legends' birthdays are also noted.

The calendar is sold mainly to club members, however, we make a limited number available to other enthusiasts as well. Whether it's your kitchen refrigerator, your desk at work, or the tool bench in the garage, the ELCC Wall Calendar looks good all 12 months of the year. It also makes a great gift for friends or family. Drop us a line today and reserve your copy before they all drive away!

**Price:** (in US dollars, postage and handling included)

Members: \$15

Non-members: \$20

**How to Order:**

To order your copy of the ELCC Wall Calendar, mail your payment with your return address to:

**Evergreen Lotus Car Club  
P.O. Box 40481  
Bellevue, WA 98015-4481, USA**

Expect delivery 2 weeks from receipt of payment.

*(Movie Night, Continued from page 1)*

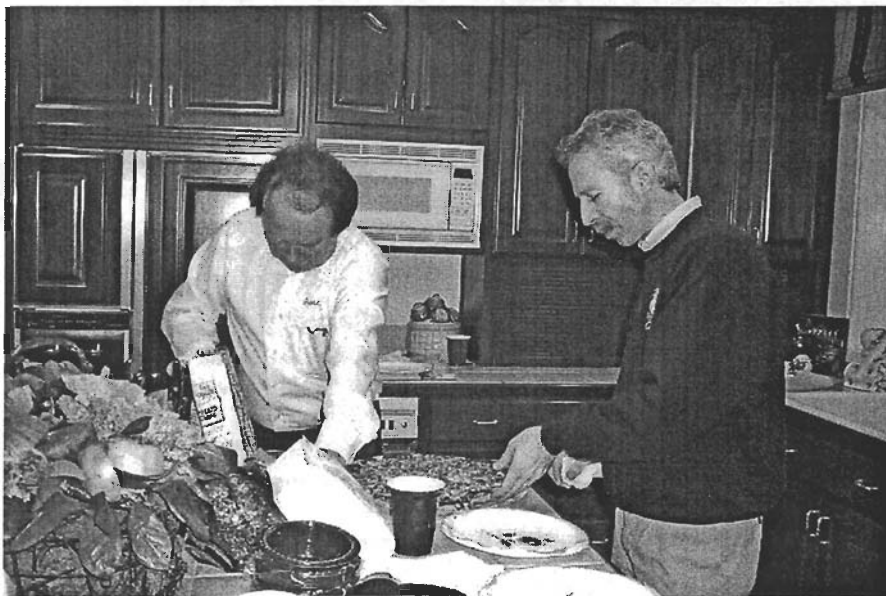
was a problem with the equipment and it was not working. So we decided to utilize the TV in the family room. Dave Billings mentioned that he had a video projector he could bring, but after some discussion it was decided that it would be better not to try hooking into Roger's equipment and risk even further damage. Well, I (we) was pleasantly surprised when Dave announced just before going upstairs that he had brought the video projector (just for me!) and a sound system and we would be watching the movie on the big screen in the

closer to being in the driver's seat! This movie is an under ten minute, flat out, bonsai race through the streets of Paris in a sixty's (?) Ferrari in the early hours of the morning. Early, but not too early for traffic and people to be out. We feasted our ears on the screaming V-12 engine as the car narrowly misses pedestrians (yes, even on the sidewalk!) and as others barely have enough time to leap out the path of the maniac driver. Last minute decisions for turns invoke screaming tires and near misses with other cars and objects. Narrow Parisian side streets with parked and moving cars and delivery trucks become just one more obstacle that you think you're sure to hit. Red lights? What red lights. The word here is go. Green all the way. Kids, don't try this at home (or any road near you)! This movie was well worth the price of admission (had there been one), and you should see it some time.

The next movie, *Lotus Story, Vol. 3*, was a general overall history of Lotus racing cars with a brief accounting of the street models from the intervening and concurrent years. It was a great movie with lots of shots of the older racing cars and their drivers, and even an interview with Colin Chapman himself. This is the type of movie that makes you wish you could go back in time and re-live those early days of racing.

Bob Wells brought the movie *11 Harrowhouse* (1974), starring Charles Grodin, Trevor Howard, Candice Bergen, James Mason and John Gielgud. The movie is about a precious gem heist, but the focus during Movie Night was a car chase involving a John Player Special Europa. The chase scene gives a whole new perspective to off-roading...in your Lotus. The chase takes place on an expan-

sive private estate on less than maintained roads. The final minutes of the chase show the Europa going airborne over a four-foot wall and driving off into the sunset...undamaged. I wonder how many cars they used for that chase?



Roger Crshaw and Gary Holt at work in the kitchen.

Photo: Jim Taylor

media room after all. Let me tell you, it was great!

The first movie we watched was the much-anticipated *Rendezvous* (courtesy of the Markers). If you haven't seen this movie, you should. It is especially incredible on the big screen; nothing could have been

*(Continued on page 5)*

(Continued from page 1)

### Power

Keeping the weight down has been a priority, allowing a moderately powerful engine producing 250bhp to deliver the performance that should compete with cars costing twice as much. Top speed has been electronically governed to 155mph with efforts concentrated on delivering the best power delivery at lower speeds.

Lotus Car's Managing Director, Graham Peel:

"If we decide to build the M250, it will be the best handling car ever from Lotus. Throttle response will be superb and the car will feel agile and truly special to drive. It will sound great, have a first-rate gear change and excellent ABS-assisted brakes."

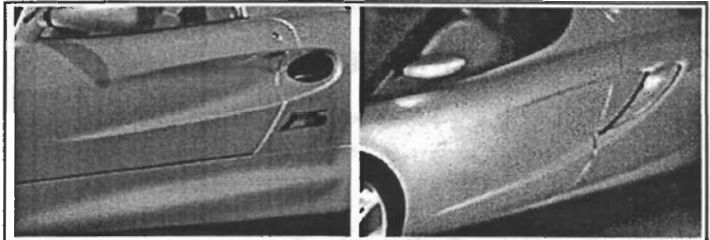
### Styling

There are some obvious styling cues from the Elise and 340R, with the venting and headlights being the most obvious.

A wrap around windscreen similar to the visor on a helmet has been worked into the cabin forward design. Overhangs are short and the emphasis has been placed on a balanced aerodynamics rather than a very low drag coefficient, including careful management of undercar airflow. Large wheels are fitted to the concept car, with 18" at the front and an enormous pair of 19 inchers at the rear.

Russell Carr, Head of Styling and Design at Lotus, explains:

"The M250 blends sensuous lines with contemporary, crisp design elements, to give it what we like to refer to as 'attitude'."



Side vents air similar to Elise's. Not just a styling feature, these help cool the mid mounted engine, all the more important with the larger V6.

M250.

#### Q How practical would the M250 be?

A The packaging of the M250 is a step on from that of the Elise and there will be "more usable space" in the car.

#### Q Will the car be produced?

A Reaction will be gauged over the next few months before a decision is made.

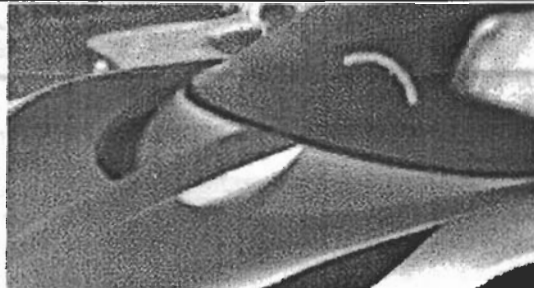
### Features

Intended as more of an everyday car than the Elise, the M250 will have luxury items as befits as car in the price bracket. Air conditioning, central locking and electric windows can be expected.

Being a Lotus, don't expect any driver assistance aids such as traction



340R Front Venting



Front venting similar to 340R's

Lotus are enjoying continued success with group (including Lotus Engineering) profits last year mounting up to around £10million. A £7million R&D centre is about to be opened at the Norfolk headquarters. This will include two design studios, advanced technology workshops and CAD stations. The engineering arm of Lotus is now responsible for the design of engines in 10% of all Europe's new cars.

### PistonHeads spoke to Andrew Hogg, the M250's "Project Champion":

#### Q Was a 2+2 considered?

A Briefly, but a 2+2 doesn't now fit with Lotus philosophy. Lotus are engineering pure sports cars and a 2+2 would be considered as carrying undesirable "extra mass".

#### Q Will the car be produced in the USA?

A The UK and Europe are the initial markets for the car. However the possibility of a US derivative should certainly not be excluded. Lotus are keen to emphasise that this car fills a new niche and will not overlap or replace the Esprit range.

#### Q Was a convertible body style considered?

A The construction techniques are similar to those of the Elise with the strength in the underlying chassis. Therefore other body styles are still feasible.

#### Q Is the engine a brand new engine?

A The production of a completely brand new engine is an expensive business and therefore a more sensible economic route is to source a drivetrain from elsewhere and modify it to suit the needs of the

or stability control though. Lotus prefer to engineer a responsive and well behaved chassis from the start. Power steering is included however.

### Availability

If the car does go into production then it would appear in the dealers showrooms in the first half of 2001. Around 3000 a year would be made. And the name? Speculation remains. The popular rumour is 'Emas' but Lotus are keeping tight lipped about that.

Pitched between the Elise (£26,590 for the 111S) and the Esprit (£40,125 for a GT3, £50K+ for a V8) we should expect it to be priced in the high £30K's.

Rivals in that price range will include the TVR Tuscan and BMW Z3M Coupe, although both cars appeal to slightly different audiences.



	Lotus M250	TVR Tuscan	BMW Z3M Coupe
<b>Engine</b>	Lotus developed 3.0 V6	TVR Designed Straight Six	3.2 Straight Six
<b>Power</b>	250bhp	360bhp 400+ bhp option	321bhp
<b>Weight</b>	< 1000kg	~1000kg (estimated)	1404kg
<b>0-60mph</b>	< 5 seconds (expected)	~4 seconds	4.9 seconds
<b>0-100mph</b>	< 11 seconds (expected)	< 10 seconds (expected)	11.7 seconds
<b>Top Speed</b>	155mph (governed)	n/a	160mph
<b>PistonHeads Verdict</b>	Undoubtedly a drivers car which will have an excellent chassis and performance achieved through fine engineering.	Brute force from almost 400bhp will make this car fantastically quick in a straight line. Styling is groundbreaking but too extreme for some. The removable roof and rear window will appeal to those wanting the wind in their hair.	Fast car with quirky looks and different pedigree to the British cars make it difficult to pigeon-hole who it appeals to.



Above: L-R, Dan Morison, Bob Wells (adding an appointment to his Palm), Dave Billings.  
Photo: Jim Taylor

movies, it was starting to get late and many members needed to leave. Those that were able to stay made their way back upstairs and watched *Rendezvous* for a second time! Gotta satisfy that need for speed!

It was an absolutely great evening among friends, and again, many thanks to Roger & Sue Ann Croshaw for hosting the meeting.

Members in attendance were Roger & Sue Ann Croshaw, Jess & Eddie Marker, David & Virginia Caley, Mark Clear, Lin & Aya Hayashi, Scott & Atchi, Gary Holt, Craig Shuck, Tom Miller, Dan Morrison, Jim Taylor, Dave Billings, Bob Wells, and Dick Billings.

Below: L-R, Eddie Marker, Virginia Caley, Lin Hayashi, Atchi, and Scott  
Photo: Jim Taylor



(Movie Night, Continued from page 3)

Well, about this time everyone was getting hungry so it was decided to start cooking the pizzas. Once again, Chef Roger was in the kitchen firing up the dual pizza ovens. Pizza after pizza was baked; and if anyone went away hungry, it wasn't for a lack of food.

One of the highlights of the evening was in Roger's garage for an informal recollection of his car owning history; the early Corvette (the regrettable selling) and especially finding out that he purchased his 1971 Europa new. Roger provided several pictures and a narrative for the chronological history of changes and restoration of his Lotus. Many of us were able to see what a Europa looks like completely assembled and running! Thanks for the inspiration, Roger!

Since we had spent much of our time chatting before viewing the



(From the Chair, Continued from page 2)

that they were always out of their element with this car, simply because it was big and heavy relative to Lotus' other and more successful vehicles of the 60's & 70's, and Lotus just doesn't do "big and heavy" well.

Then came the Elise, which brought industry praise, commercial success, confidence and a return to the roots of agility and lightness. The Elise turned my head (and more, when I got a ride in one), but the M250 has really made me take notice. With this car, if properly executed, Lotus can compete for customers on the world market, taking back people lost primarily to Porsche and BMW. More importantly, they can do it on their own terms, exploiting their innovative engineering and manufacturing techniques. After watching Lotus struggle through the post-Chapman 80's and early 90's, it is very gratifying to see them back on track. If Lotus can fight their way back to the top ranks of Formula 1, they will complete the return to greatness, and the world will once again be a happy place.

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Finally, I hope to see you all at our next meeting. This will be a Tech Session at Autosport, a Seattle engine shop that builds plenty of local race and high performance engines. John Maloney will be taking us through the concept of engine blueprinting, explaining the techniques for balancing components, and assembling a Kent 105E short block, if time permits. Event details are elsewhere in this newsletter. Now, which long range club member am I going to lure in this month? Check back in the March issue to find out.

Keep those wrenches turning,

Dave Billings

## Editor's Garage

By Dan Morrison

Well, it looks like this year is off to a good start, with one newsletter and one meeting under our belts, and a schedule that looks very interesting and fun. If you missed the Movie Night club meeting last month, it was a lot of fun. You should try to make the next meeting, which will be a technical session at Autosport in Seattle. Look for more information and directions elsewhere in this issue.

At our last officer's meeting we batted around some ideas for newsletter content. One of these ideas was to profile club members, and publish one profile (with a picture even!) in each issue of *Lotus Lines*. We thought it might be fun to learn about members, both old and new, their hobbies and interests and the in particular, the cars they own or are working on. Maybe even a little personal history. Whatever you think would make it fun and interesting. So after we iron out the details and questions we'd like to ask (and we certainly welcome input from you), you'll be receiving a form to fill out and return. This is strictly voluntary, but we thought it would be fun to do and give some exposure to members.

Did I mention in the last *Lotus Lines* that I am always looking for content for the newsletter? I think I did, but I didn't hear anything back, so I thought I would bring it up again! If you are working a restoration project or even have a couple of tips to share, please send them

## Book Review

By Bob Wells

Lotus 49 - The Story of a Legend, by Michael Oliver (In association with Ford Motor Company)

Foreword by Keith Duckworth. Hardcover - 256 pages (October 1999), more than 300 illustrations

Veloce Publishing, ISBN: 1901295516

If you can say yes to any of the following: I like to read about a) anything Lotus, b) the Lotus 49 in particular, c) Lotus history, or d) Formula 1 history, (or even if you just like to look at the pictures), then buy this book. This is as good as it gets. (Mind you, I may be biased by being a 49 fan...but who isn't?)

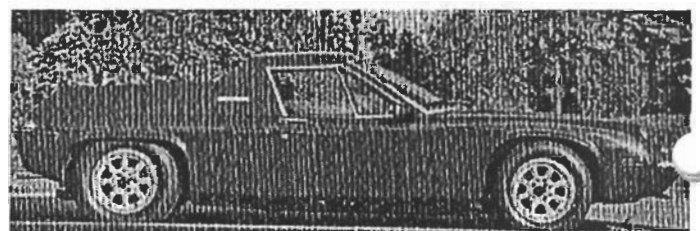
If you've read Kyle Kaulback's review in the latest Lotus Ltd. reMarque, there's not much to add. While focused on the Lotus 49/49B, it is not just technical details or racing statistics. The evolution of the car and the DFV, its racing experience, and the transition to later models are all described. What makes this book great is that the people involved, the decisions that were made, and the Lotus racing environment are all interwoven with the technical descriptions in a very readable prose style. The significance of the 49 and DFV in racing history is clear, but this isn't just a description of the 49, it is a more comprehensive story of one of the great periods in the history of Lotus.

Oliver has been exhaustive in his efforts -- if there are omissions, it is only because so many of the original participants are no longer alive (or are secluded in Argentina). The illustrations match up with the scope of the book -- from technical details to racing to the people involved. For example, just the photos of the various wings fitted to the 49B, and the racing results, tell the story of the early days of aerodynamic devices. (For those of you on the recent tour of Pete Lovely's shop, did you notice the VW transporter in Lovely's storage building. Take a look at the photo on page 215.) My only wish is that the book's format had been larger so that the photos could be bigger.

List price is \$49.95. [Available from r.d. enterprises (\$46.95) and probably other Lotus suppliers. List price special order from amazon.com and \$34.95 in stock from barnesandnoble.com]

to me and I will publish them to share with the rest the club.

Well, I'm at a loss for words this month, so hopefully I will see you at the meeting at Autosport.





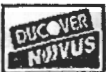

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Quarter Page	\$10/issue	\$60/year
Half Page	\$15/issue	\$90/year
Full Page	\$25/issue	\$150/year

Questions? Please contact the Editor.

### 1999 Elise Sport 190

Only 1000 miles, 190 hp @ 8000 rpm, 1500 lbs, track ready, rare silver color. Have extra transaxle with Quaife ultra-close gear set and LSD. Custom Compomotive wheels with track tires. Paul Allen, 513-870-8553. OH Photo at [www.cincyconco.com/1999/s084.jpg](http://www.cincyconco.com/1999/s084.jpg); email: [pallen@escortinc.com](mailto:pallen@escortinc.com)

### Dual Weber Carbs

Twin downdraft Weber 32/36 DGV with manifolds. Was originally for a 240-280 Z. Adapted for Stromberg head twin cam. Like new, \$375 obo (more than \$700 new). Call Dan, 425-337-0216, 425-343-7786 (1/00)

### 1969 Elan S3

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### 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.



## Evergreen Lotus Car Club

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Bellevue, WA 98015-

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Membership in the ELCC is \$20/year and is prorated in three month increments. This includes a club roster and twelve issues of *Lotus Lines* per year.

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



206-241-2116



## January Meeting

This month, John Maloney of Autosport Seattle has offered to teach us a little more about engine building. Autosport is an engine machining and parts supplier specializing in British powerplants. They also have a great deal of experience with the Kent 105E block in both street and race cars, and several ELCC members are intimately familiar with their services. John is going to explain the concept of blueprinting, then take us through the process of balancing crankshafts, flywheels and pistons. Finally, if time permits, he hopes to assemble a twin cam short block (Heck, he's got to get this work done some time!) Bring your sugar and caffeine cravings, as the club will provide for your needs. Afterward, those interested might wander off for a casual lunch at a local eatery. See you there!

What: Engine Building Tech Session  
When: Saturday, Feb. 26<sup>th</sup>, 10am - 12noon  
Where: Autosport Seattle  
2121 Westlake Ave.  
Seattle, WA 98121  
(206) 621-1940

### Directions:

**From I-5 South** - Take the Stewart St. exit and merge onto Stewart St. Turn right on 8th Ave. Turn right on Westlake Ave. and Autosport will be located on the left side of the street.

**From I-5 North** - Take the Seneca St. exit. Take the first right onto 6th Ave. Turn right on Westlake Ave., and continue to Autosport, which will be located on the left side of the street.

## ELCC 2000 Event Calendar

Feb. 26, Club Meeting, Autosport Seattle

March, Indoor Karting (tentative)

April, Spring Tune Up

May 19-20, Vancouver ABFM

May 27 & 28 - Run to the Gorge 2000

June, Rally

July 1 & 2, Pacific Northwest Historics, SIR

July 16, Forest Grove Concours, nr. Portland

July 22, 12th Annual ABFM, Bellevue Community College

Aug. Rally

Aug. 5, Kitsap Rally - location TBD

Aug. 18-20, LOG 20, Ottawa

Sept. Calendar Photo Session and Drive

Sept. 1-3, Portland ABFM/Club Lotus Northwest Meet. - PIR

Sept. 27 - Oct 1, 2000 West Coast Lotus Meet, Napa, CA

Oct. Calendar Photo Selection (may move to Nov.)

Nov. TBD

Dec. Christmas Party

Something fun!