

Lotus Lines

Evergreen
Lotus Car Club

July, August, September
2000

RECEIVED
SEP 18 2000

GREAT TURNOUT AT SIR

In early July, the 12th Annual Pacific Northwest Historics were run at Seattle International Raceway. As usual, the weekend brought its one downpour on Saturday morning, then lots of beautiful sunshine for the remainder of the event. Furthermore, the ELCC had a strong showing, with 20 different cars showing up for the Corral during the three days. Nearly all models were represented, with several Elans, Europas, old and new Elites, a couple of Esprits and Sevens. Furthermore, with the addition of the new sandwich boards (thanks again, Andre Samson and Dan Morrison), new banner and the canopy, the ELCC looked good. We also had some old newsletters on hand to pass out to visitors, and I received several queries that resulted in new members. In all, it was a very successful event, and my thanks to everyone who attended, especially those who drove their Lotus to the Corral. Also, for those who hadn't seen them before, Park Place Motors had both the Elise Sport 190 and the 340R on hand, and took them out during the parade laps with the rest of the cars from the ELCC.



"Guest of Honor" Phil Hill on the grid in a Panamera Ferrari. Photo by Dave Billings

The races had the usual draw of several hundred cars and competitors from around the country. One notable Lotus addition was a group of racers who drove out from Colorado to race their Elans. It was their first time to SIR, and they were all thrilled with the gobs of power they were getting from their cars being so close to sea level. Seems that they are so used to racing in the high desert, at elevations ranging from 5,000 to 8,500 feet, that the cars were literally choking on all the oxygen they were getting through the Webers. The weekend started out auspiciously for



Elite owners (from left) Ross Robbins who was out from Colorado to race his Elan, Maury Montag and Jess Marker. Ross also saw and eventually purchased Bob and Shari Crichton's Seven. Photo by Dave Billings

them when their first practice session began at the same time as a downpour, and was then canceled after only a few laps. The cause was a Lotus 23 who began a spin as he came onto the front straight, performed no less than 7 pirouettes while progressing down the length of the drag strip, and came to rest on the Start/Finish line looking straight up into the starter's stand. During all this he had managed to stay between the walls, and was given a standing ovation by the crowd.

Phil Hill was the guest of honor for the weekend, and raced in several classes. Between ses-

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From the Chair

Well, it's been a while and I feel like I should re-acquaint myself after the absence. "Hi, my name is Dave Billings. You know, the guy who fell off the face of the earth after the birth of his second child?" Yep, that's my excuse. I stopped doing everything and lay the blame squarely at the feet of this little person not much larger than a football. Since she has been taking up all my time, I figured I should explain how this all came to happen.

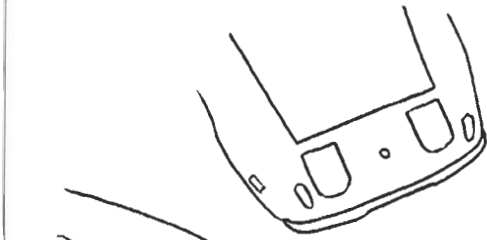
Nearly a year ago, I went to the dealer to order one of the new 2000 K.I.D. models. I hadn't done this since 1995, when I was then looking for a 1996 version. I seem to like taking delivery during the summer, when the days are longest. More daylight for gazing at the smooth, pristine finish before getting that first chip or ding in it. Anyway, I hadn't expected the newer model to have any additional features, as there seems to be little evolution of the make from year to year. I guess its just that the first one seemed to need companionship. Besides, Sandra and I felt like we needed another one, since we thought we should each have a K.I.D. available to us, and the '96 model didn't have that "new" smell anymore. In retrospect, this thinking may have been flawed.

When I placed the order, I requested a K.I.D. with the Male option package, since we wanted to compare the differences with the Female equipped K.I.D. we already had. However, when we checked back to confirm and see how manufacturing was progressing, we were told that there had been a shortage of Male options, and that Female options had been installed for us instead. They apologized for making this decision without first contacting us, but as the installation must be done very early in the process, they had little choice, unless they wanted to delay our order. Since all the parts were clearly being assembled properly, we were happy and decided not to fret about the mix up with the S.E.X. package we had ordered.

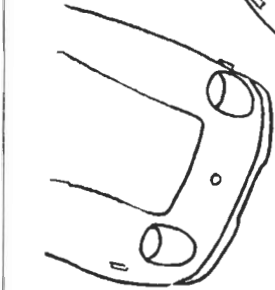
Not much else happened until we took delivery, a process that had been greatly streamlined since our experience in 1996, though I understand that this is often the case for repeat buyers. The factory had been working at full tilt and surprised us by completing the task a week early. I was interested to see that the new model had been noticeably trimmed down. With a curb weight of 8lbs., 13oz., she was a full pound lighter than the '96, and the wheelbase of 20.5 inches was one inch less than the previous model. In spite of my instructions to the Paint department, the color was initially reddish/blue, but quickly mellowed to the pinkish tones I expected when she was exposed to the elements. The headliner was the same dark shag as last time, though it appears that, in a cost cutting effort, they downgraded the thickness and density of the material. I didn't worry about this, since it always seems to rub off in a few months anyway.

Upon delivery, the first performance test was ascertaining the Noise Rating. At full tilt, we got a reading of just over 100 dBA, so they obviously hadn't paid any attention during the last 4 years to soundproofing. Next was handling, and as the K.I.D. took several passes, all our staff agreed that she had a great feel and light touch, with instant feedback about holding conditions. Initially, braking effectiveness was difficult to determine.

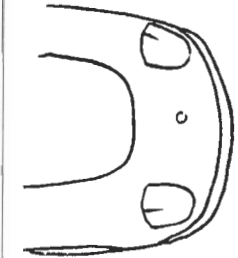
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Classic



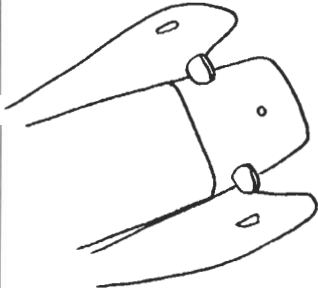
Lotus



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& repair

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The Rally is Here on Sept. 23rd!

Finally, after several postponements, the Kitsap Rally is upon us. Gary Holt, with David Caley's help, has been organizing the rally and will also be hosting us for a BBQ afterward at his home in Gig Harbor. In addition, Claude Dennis has offered his large shop and collection of British sports cars as a stopping point along the drive. More of a casual drive than a rally, Gary and David are trying to take advantage of some of the better roads in the area, and we are, as always, hoping for good weather. We'll be meeting at Starbucks to fuel ourselves first and get maps, then heading off for some driving before arriving at Gary's for food and more socializing. If you can't make the drive, plan on joining us at the Holt's afterward. See below for details, and be sure to bring your camera. The calendar is coming up soon, and we'll need your good photos. Questions? Contact Dave Billings, 206-241-2116 or bilcoh@home.com.

What: Kitsap Rally
When: Sat., Sept. 23rd, 2000
Time: 9:30am meet, 10am departure
Where: Starbucks (directions below)

At 9:30 - 10am

Directions to Gig Harbor Starbucks
at QFC Shopping Center, Point Fosdick Drive.

I-5 north or south to exit 132 (SR 16)
SR 16 across Tacoma Narrows Bridge (5 miles from I-5)
Go 2 miles to "Olympic Dr." exit.
Left on Olympic Dr. (go over SR 16)
Left at first Light onto Point Fosdick Dr.
First Right into QFC Shopping Center
Starbucks is straightt ahead.

At approximately 1pm

Directions to Holt's at 4021 35th Ave NW:

I-5 north or south to exit 132 (SR 16)
SR 16 across Tacoma Narrows Bridge (5 miles from I-5)
Go 2 miles to "Olympic Dr." exit.
Left on Olympic Dr. (go over SR 16)
Left at first Light onto Point Fosdick Dr.
Continue on Point Fosdick for 1/2 mile.
Right on Briarwood Lane
Fourth Left on 35th Ave NW
Last house on left is Holts
End of street is Lotus Only parking

Shorts from PistonHeads.com

QUICK SHIFTER

Tuesday 5th September

Classic and Rally services can now supply Quaife sequential gearboxes for the Esprit. Cost for the 6 speed sequential dog box is an eye-watering £8,975 plus bellhousing and linkage at £375 and £970 respectively.

Link: www.cars-gb.com

ONLINE MANUALS

Tuesday 5th September

Service manuals for Lotus dealers in the US are now supplied on CD and there's talk of making cut down versions available to owners. The CDs currently include service notes, parts books, service bulletins and pricing information.

LOTUS 51R

Thursday 23rd August

The Independent Lotus Enthusiasts Car Show in October will feature the unusual Lotus 51R. The car was a road-going Formula Ford racer based on the Lotus 51 built for the 1967 Motor Show. Mudguards were fitted to the rear and 'clam shell' wings were borrowed from the Lotus 7. All that was left was to fit lights (again from the Lotus 7), a handbrake and a silencer.

Through a loop hole in the regulations, the single seat car was registered for the road as an invalid carriage! Full details of the car and the show are available at www.lotuscarshow.com

VTEC ELISE

Thursday 23rd August

Various solutions have been offered for increasing power output in the Elise including a number of engine transplants. One of the more attractive propositions we've seen so far is the Honda engined Elise offered by Sun International in the USA.

They offer 200bhp Elises that redline at 9,100rpm! That power is generated from an 1800cc VTEC unit. Cost is \$55,000. See www.sunspeed.com. They also have an interesting array of cars available for import to the USA including Ford RS200s and a Peugeot 205 Turbo 16.

EUROPA CENSUS

Thursday 23rd August

A surprising number of French sites are cropping up, the latest being an attempt to form a register of Europa owners. See <http://perso.club-internet.fr/dherrero/>

ELISE V6

Monday 7th August

Auto Express claim that Lotus is secretly developing a V6 powered Elise to supercede the current range in 2001. Apparently the 2 litre Rover V6 is favourite. This unit pumps out 148bhp but would require a larger engine bay resulting in a longer rear section. Other styling changes will be made with the debut expected at October's motor show.

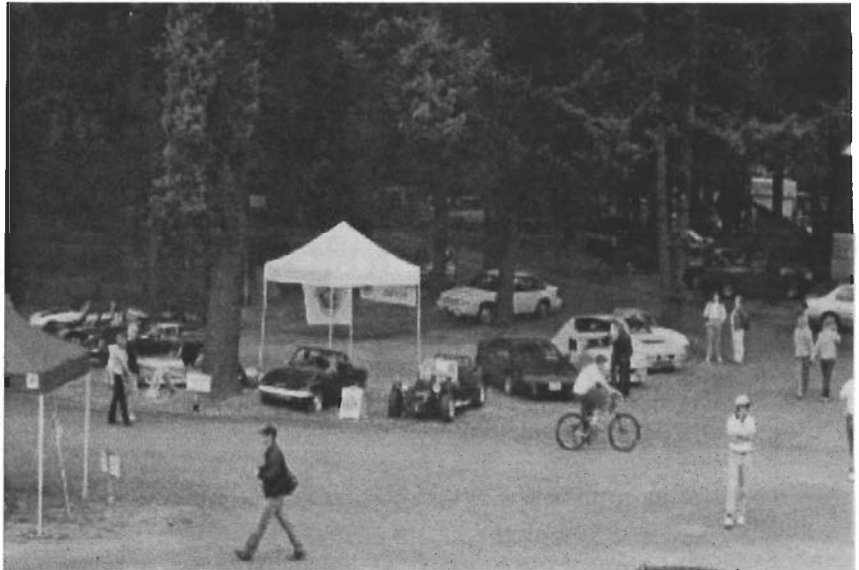
Links: Lotus Cars, Auto Express, Motorshow



sions, he was usually found in the Pete Lovely racing paddock. One of my missed photo opportunities was my not having a zoom lens to get a picture of Phil and Pete having breakfast while surrounded by lots of beautiful machinery. Pete was also busy during the weekend, racing in several classes himself. At one point, he finished a race in his Eleven, only to quickly race around after the checkered, pull into the hot pits, jump the wall and climb into a Historic Alfa Romeo. I should be so fit at his age. Anyway, Pete provided the best racing excitement during the weekend in his Saturday race in the Eleven. He missed qualifying and was started at the back of the grid. In only 5 laps, he had passed over 25 cars, and led the race the rest of the way.

SOVREN, the event organizers, have really done a great job to make this event fun and well attended, by both fans and participants. There is always plenty of Lotus content in the form of books, memorabilia and cars, and good camaraderie with fellow ELCC'ers. Hope to see you there next year.

Dave Billings



The ELCC presence in full swing, with a full complement of 10 cars. Photo by Dave Billings



Some Elans out from Colorado. Photo by Dave Billings

However, after having lived with the 2000, I've found her braking to be excellent, as with one push of the siren, I stop on a dime. Acceleration and agility have yet to be assessed, as it takes some time for any model K.I.D. to come up to temperature and to be ready for evaluation. However, we will include this in our Long Term Ownership review sometime in the future.

Under the hood, the power plant is like all K.I.D. models, utilizing a four chamber, two stroke engine supplied by dual intakes and a single exhaust. The exhaust system seems to have a faulty muffler (see Noise Rating above) and we have requested a replacement from the factory. Unfortunately, we have been told that they are on backorder, and it might be up to a year before one can be shipped to us. Our K.I.D. runs on breast milk, though I understand you can get conversion kits to allow the use of alternate fuels if so desired. Fortunately, there is a steady supply of this at our house. The service station attendant typically handles the refueling duties, though we keep some crystallized fuel in the freezer so that I can top off our K.I.D. when the attendant is busy, tired or just not around.

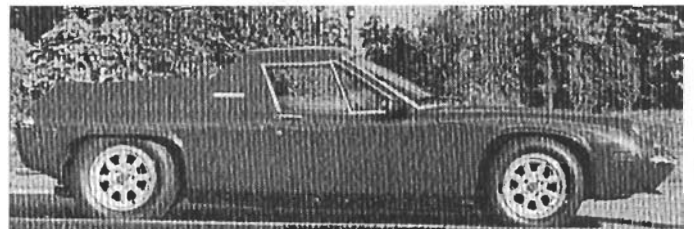
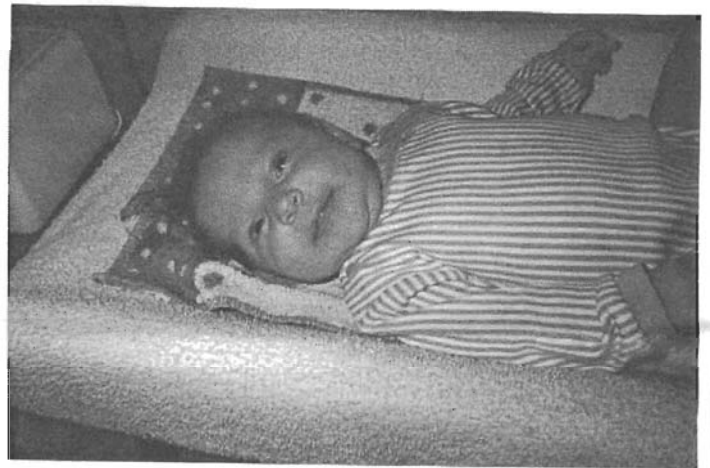
Maintenance, while relatively simple, is frequent. Every few hours refueling is required, as is some time on the handling course. I think we got lucky with our K.I.D., since she seems to enjoy spending time in storage at night, and is much more alert in the daytime. However, maintenance is still required during the nighttime, though with slightly reduced frequency. Fluid leakage is also an issue, and clean up is required almost as often as refueling in order to keep ahead of the problem. Ignoring it just makes it worse. Fortunately, as I recall from the '96 K.I.D., the seals finally tighten up after a few years, and the K.I.

D. goes into self-maintenance mode for the most part.

After a couple of months breaking in the new K.I.D., I am happy to report that everything appears to be working normally, and that we are getting good performance and plenty of smiles per mile. As with the '96, I expect satisfaction of ownership to increase steadily for the first 12 or 13 years, at which time Sandra and I will probably be ready to take a long vacation and leave both the K.I.D.'s in storage. My understanding is that they have a period of several years where maintenance costs skyrocket while performance plummets. But that will be the subject of another column.

Happy motoring,

Dave Billings





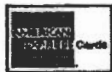
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Classified Advertisements

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Classified Advertising for Members is free. Submit member ads to Dan Morrison either by email (danmo@yahoo.com) or by phone (425-337-0216). Personal ads will run for two months or until canceled. If you would like to continue running the ad, just let me know.

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.

For Sale: 1969 Plus 2, all parts except chassis

This is a repeat of an ad I ran last month. My wife insisted I buy a chassis to finish the rebuild and I found a complete car! (1972 Plus 2S) so all parts of 1969 Plus 2 are for sale (no chassis) including 0 hour weber head motor/trans. All bills/specs available. Posted: 9/11/00 Brian McKenna (bmckenna@sprint.ca) Richmond, BC Canada 604-277-1383

For Sale: 79 S2 Esprit

Dark metallic brown, factory paint, no stress cracks. Just under 34K miles. Interior nearly perfect, small rub mark on shift boot. Owned for a year and immediately replaced the H2O pump, cam belt and valve adjust. All original except plug wires, MSD (boy does it start nice!), and engine/trans stabilizer. Federal cams (original) and Delortos with proper linkage and filter box (peppy for non-turbo). Transaxle perfect. Complete parts car available. Paid \$15K, asking \$15K. Posted: 8/31/00 Scott Deane (scott.deane@intel.com or scottydl@home.com) Olympia, WA 253-381-2100 day, 360-456-6426 night

For Sale: Europa TC bits

Brand new pair of rear lower suspension links with new bushings installed - black epoxy enamel finish. Lucas starter - good used, cleaned and painted black. Phone/fax or e-mail me for prices. Posted: 8/30/00, Robert Scheib (ROBERT.SCHEIB@gte.net), Kennewick, WA 509 783 3126 ph/fax



Evergreen Lotus Car Club

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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.

Club Website <http://www.elcc.org>



35243+3564



Directions to the Kitsap Rally

What: Kitsap Rally
When: Sat., Sept. 23rd, 2000
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At 9:30 - 10am

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Right on Briarwood Lane
Fourth Left on 35th Ave NW
Last house on left is Holts
End of street is Lotus Only parking

ELCC 2000 Event Calendar

Sept. 23 - Kitsap Rally

Sept. 28 - Oct 1, 2000 West Coast Lotus Meet, Napa, CA

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

Nov. TBD

Dec. Christmas Party