



Lotus Lines

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Evergreen Lotus Car Club

Nov / Dec 2000

ELCC June Rally

By Mark Clear

Saturday, June 10th, was the annual ELCC June Rally. The agenda this year was to start the event in Issaquah, drive the Snoqualmie river valley through the foothills surrounding Carnation, and Monroe and then end up at the house of Bob and Shari Crichton for a nice early afternoon B-B-Q. We had a few challenges along the way, so read on to see how the event unfolded.



We had near disaster before the event even started. Ten days before the rally, club President Dave Billings called me and had neither the end point nor the route planned yet. I told him I would handle the route if he got an end point set. I also told him to use Eastside Harley-Davidson as the starting point and thus newsletters were printed and mailed that weekend. Two days later, upholding my end of the deal, I head out with a friend to "drive" and plan the route. When we get to Issaquah, much to my surprise, there is no Eastside Harley-Davidson where I was expecting it. Yikes! With a little cover up and correction, we cross our fingers and hope people show up.

Saturday morning arrives and the weather is ...well...blah. Skies are over cast and rain is coming down, however, that didn't deter some members. Turn out was pretty good with Jess Marker in his '91 Elan, Bob Chase and his '69 Europa S2, Alan Perry in his "Euro" spec Elise, and the highlight car was David and Virginia Caley in their freshly restored Type 14

Elite. Wow! We would have had a pure Lotus coral if it wasn't for Mark and Tracey Clear in their BMW. Btw, Tracey was looking mighty ripe if you know what I mean! Dan Morrison also joined the group and rode shotgun with Alan in his Elise.

We met at Tully's Coffee (a.k.a. the ex-Eastside Harley-Davidson) in Issaquah and kept our eyes open for the arrival of Bill Rabel and Charles Conti who both confirmed their attendance via email. (I apologized if we missed you!) After a quick coffee break we headed out

The rally route started out by heading northeast out of Issaquah and over the Sammamish Plateau and down toward Fall City. Caley's led the way followed by Bob Chase, Alan Perry and Jess Marker. On the outskirts of Fall City, David Caley is forced to a stop by a couple wandering Guinea Hens. Bob Chase is quick enough to stop, but Alan Perry's Elise nearly got close and personal with Bob's Europa. Thank goodness for the "other" lane!

Not too far down the road the caravan was also the target of a "doggy" cruise missile. Alan Perry saw it,

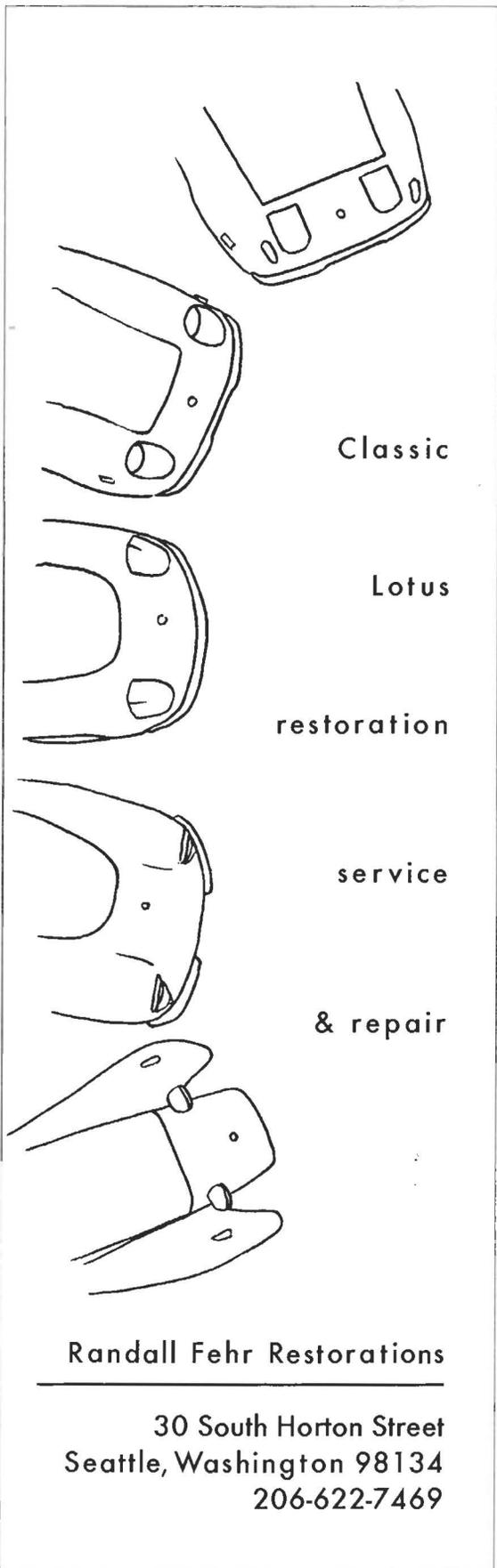
J e s s

Marker swerved around it, and Mark Clear went into a July 4th lock up. Fortunately the dog "woke up", jumped back into his own lane, and escaped unhurt. Bob Chase also had a moment where his leg fell asleep on him. He couldn't get the clutch to the floor to change gears and thus appeared "stalled" for a few moments. He caused a little backup on a street corner that has probably never seen a traffic jam before, but life returned to his leg and we were on our way again. I guess the ol' Europa isn't

Inside this issue:

June Rally	1
From the Chair	2
Kitsap Rally	3
Christmas Party	4
Elise II	5
Classified Ads	7
Event Calendar	8
Meeting Directions	8

(Continued on page 4)



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From the Chair

I can't believe Y2K is nearly over and done with. And it seems that while none of my computers crashed, and all my bills still came to my house, and the world didn't stop, I still got bit in the butt. This year goes down as the all time record for worst years at the Billings/Cohen household. Without dipping too deeply into my personal well, I will tell you that the relentless onslaught of bad things has been enough to crush all but my most resilient spirits. In fact, were it not for years of training, toiling under, in and around Colin Chapman's infernal and beloved contraptions, I surely would have expired. But I could always remember some moment when my back was cramping as I strained to get a wrench on a nut in the confines of some tiny gearbox tunnel space. As the grease and grit were infecting the many hairline slices in my knuckles, I gripped the slippery wrench, placed it on the nut and pulled. Ahhhhhh, another 1/32 of a turn was mine. Only need to do this 93 more times. And then I would realize that the bolt was also turning.

And so, as this year of torment draws to a close, I will bid it a swift and fond farewell. While the ELCC certainly suffered during Y2K, there were some bright moments along the way. The events that we did have were generally well attended. We had nearly 40 people at the tech session provided by Autosport in February, and had over 20 cars attend the corral at SIR during the Vintage Races held there in July. The club is now the proud owner of a new banner, as well as refurbished sandwich boards. Special thanks to Dan Morrison and Andre Samson for their help with both of these.

As is becoming the custom, the annual Christmas Party and Gift Exchange will be at Jess and Eddie Marker's home. This has become a mainstay on the club calendar, and I hope to see everyone there this year. Start looking now for that zinger of a gift that will have everyone talking. Yosemite Sam mud flaps for a Seven have already been done, so you'll have to try a little harder. Thanks to the Markers once again for offering their home to all of us. Look for details elsewhere in this newsletter.

Also in this issue is information about the latest Lotus offering, the Elise MkII. Having taken its styling update cues from the M250, it definitely looks smoother and more aggressive. Among the officers, the opinions were mixed as to whether the new car was better/worse than the original. Of course, we all feel we can't properly evaluate it without driving it at speed, and have let Lotus Cars USA know this in hopes of getting a loaner out at SIR some day soon. I promise to write all about it after we're done.

Finally, I guess I'll have to fess up to what's happening with the ELCC Calendar. Normally, we would have had a photo shoot by now, and would be gathering in Nov. at a club meeting to vote on the pictures to include in the issue. However, due to, er, "circumstances" seemingly beyond my control (see paragraph 1 above), time has simply gotten away from us. The officers decided it was better to push ahead by executive committee rather than have calendars ready for sale sometime next February. The goal is to have the calendar ready to go by the beginning of December, in

(Continued on page 6)



KITSAP RALLY

Amazingly, 2 great things happened at the Kitsap Rally at the end of September. First, the weather was stunningly beautiful, with cool temperatures and blue skies, and second, we had a solid turnout representing a wonderful variety of Lotus models.

At the outset, there were 8 cars and their drivers in attendance, those being Claude Dennis in his Seven, Alan Perry in his Elise, John Schneeman in his Elan, Phil Jones in his Europa, Jim Taylor in his Europa, Gary Holt in his very newly restored Europa, Randall Fehr in his Elan and David Caley in his Elite. Sadly, David's Elite was suffered from a serious engine vibration that managed to shake loose a carb bolt before he even got to the meeting point. That and the fact that his wife, Virginia was coming home after knee replacement surgery served to send him home without joining the drive. I understand that Virginia is already running around, and we wish her a continued speedy recovery.

Gary Holt organized the drive, which was a wonderful 2 hour jaunt around the south end of the Kitsap Peninsula. For such a nice Saturday morning, we only got caught behind traffic a few times, and Gary did an excellent job of linking together the back roads with a minimum of highways. The sun streaking through the trees, some of which were already beginning to change color, was a lovely sight, as were the Lotuses ahead

and behind as they snaked down the road. The route took us to a waterside stop for leg stretching and regrouping, and then took us to Claude Dennis' home and garage.

The garage is truly worth noting, as it is 3000 sq. ft. of very high ceilings and ample space for working on cars. Claude has an interesting collection of British post-war automobilia, most of which will run. Can you imagine? He also has a shop that he is building out, and a nice loft above it, complete with sofa, bed, microwave, TV, etc., etc. It looked lived in, leaving me to wonder how much time he actually spends in the house, save for the occasional bathroom run.

After taking some time to be toured around the cars and hearing their history (Claude seems to have owned most of them for decades), it was time to fall back into the cars and head out for the last leg to Gary's place. More pleasant driving, all at the posted speed limit (that's the story we are all sticking to), and we landed at a cul-de-sac in secluded Gig Harbor. We tried for some groups shots of the cars, then headed up to the house for burgers and hot dogs. Discussion and beer drinking ensued, as it usually does, but nothing was settled, except that all agreed it was a damn fine day. Join us next summer when we do it again.

Dave Billings

£40 MILLION FOR LOTUS GROUP

Wednesday 1st November 2000

Reprinted from PistonHeads.com

Group Lotus plc has secured £40 million of financing in 'Guaranteed Floating Rate Notes' (FRN). The issue, arranged by ING Barings, was oversubscribed by 70% reflecting market confidence in Lotus' future programmes.

This funding will support the planned growth of Group Lotus' vehicle range, manufacturing capacity and engineering consultancy business.

In the financial year to 31st March Lotus turnover increased by 24% giving Lotus its highest ever recorded turnover for the 5th consecutive year. Turnover for the Group stands at £138.9 million and profit before R&D and new product development stood at £15 million.

Chris Knight, Chief Executive of Group Lotus commented:

"We are committed to consistent, year-on-year growth of Lotus. In the last two years alone we have invested heavily in the business, constructing new manufacturing facilities - tripling production capacity - and a state-of-the-art Research and Development Centre as well

as making strategic acquisitions of engineering facilities in Coventry, UK and testing facilities in Michigan, USA. This funding will ensure that the Group maintains this growth"

Group Lotus is made up of Lotus Engineering, Lotus Cars and Lotus Motorsport. Lotus Engineering provides consultancy services to many of the world's top manufacturers, offering a full engineering service from initial concept and project design through development to full production prototype build.

In the year 2000, over 10% of all new cars sold in Europe will have a Lotus designed or developed engine. ING Barings acted as arranger and sole bookrunner for the GBP 40 million Guaranteed Floating Rate Notes transaction for Group Lotus plc. The notes, due in 2003, are guaranteed by Proton, the Malaysian car manufacturer and the majority (80%) owner of Lotus.

Christmas Party / Potluck, Saturday December 2nd, 6pm

The ELCC Christmas party is one of our longest-standing traditions and one of our most popular events. The format is come-as-you-like (some dress up, some don't). Bring a wrapped gift (value under \$20, humor encouraged) for each participant, and a potluck dish. Contact the Marker's at 253-927-2300 to coordinate dishes for the potluck. Soft drinks and a succulent ham will be provided by the club. We will draw numbers for the anonymous gift exchange.

Time: 6pm at Jess and Eddie Marker's, 1716-65th Ave NE, Tacoma 253-927-2300.

Directions

From north:

Southbound on I-5 take exit 142B

At signal turn right (westbound)

At second signal turn left (southbound on hwy 99), landmark: Burger King

Continue at **Common**

From south:

Northbound on I-5 take exit 142B

Go west under I-5

At third signal turn left (southbound on hwy 99), landmark: Burger King

Continue at **Common**

Common:

At next signal turn right (westbound on 356th).

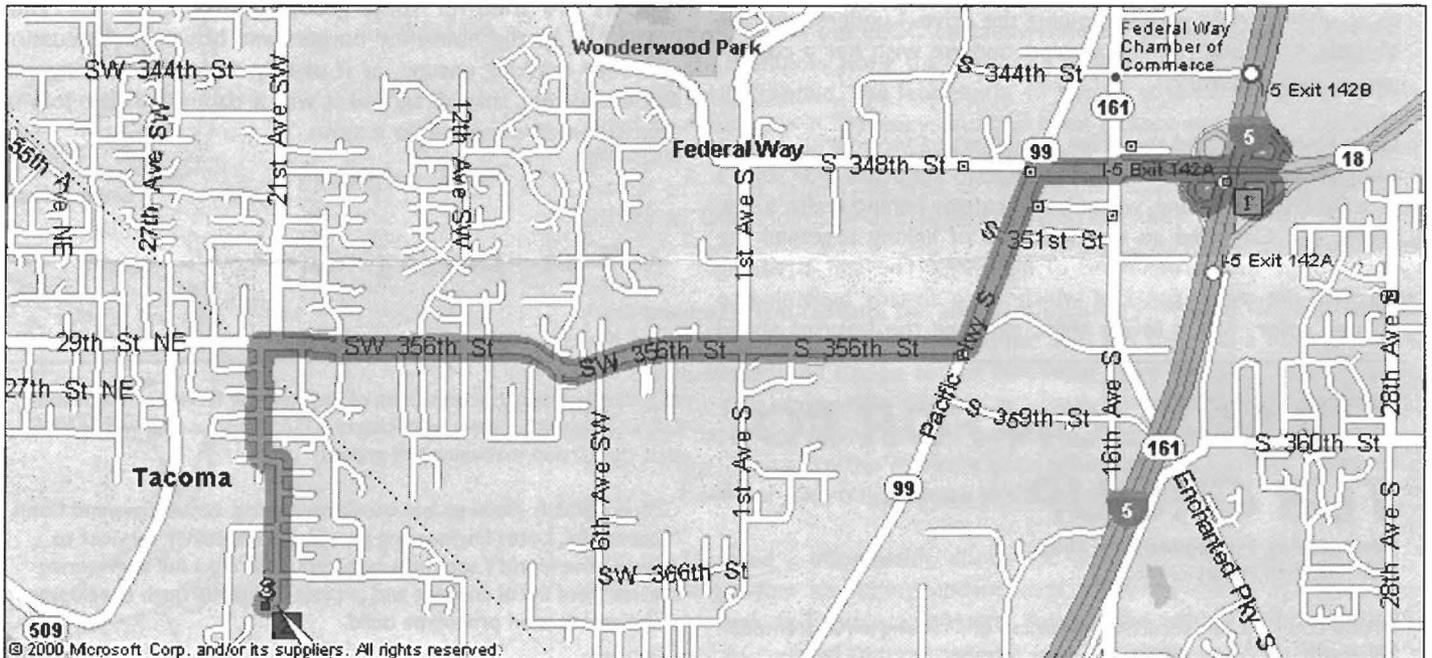
Continue west on 356th until you see a Chevron station and turn left just beyond it (south on 64th). Watch out for oncoming traffic trying to use the same turn lane.

Make "S" turn (hard left then hard right) at yellow arrow sign (this puts you on 65th).

At next yellow arrow sign go straight on narrow lane.

House is third on the right, look for "1716" sign at base of tree.

Turn right and come up to the house, there is plenty of parking up close.



(June Rally, Continued from page 1)

as comfortable as it used to be.

The group stopped in Sultan for a break and photos. Weather was starting to look good along our route so Alan and Jess pulled the tops off the Elan and Elise. We had mostly sun for our last jaunt through the woods from Sultan to Snohomish. The roads were drier and speeds picked up a little. Of course since the tops came off, the rain came back. An afternoon shower caught us just before making it to Snohomish. The guys survived, but forgot their shower caps at home.

At Bob and Shari Crichton's we were joined by John and Nikki Daniels and Craig Schuck a little later on. Also joining

use were a couple Crichton family friends, Crichton's daughter Collyn and Bob and Shari's two dogs. Bob and John entertained us with their master cooking skills (hot dogs and hamburgers) and flipping abilities. David Caley broke out his photo album of the Elite restoration and the rest was just ooo's and ah's. Thank you Bob and Shari for hosting our spring rally this year, we really enjoyed the visit!

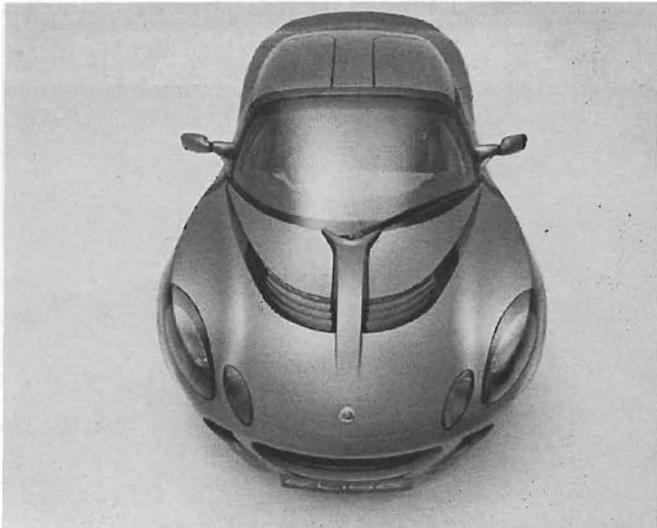
That about wraps it up. If you missed the June rally but are looking for some good roads for a nice weekend drive, visit the ELCC website and download a copy of the rally instructions.



ELISE II

Reprinted from *PistonHeads.com*

Elise 2 - here at last! Lotus are to be congratulated on their ability to keep secrets. Very few of the details of the Elise II were leaked prior to the announcement and those that were, were lost amongst all the other speculation.

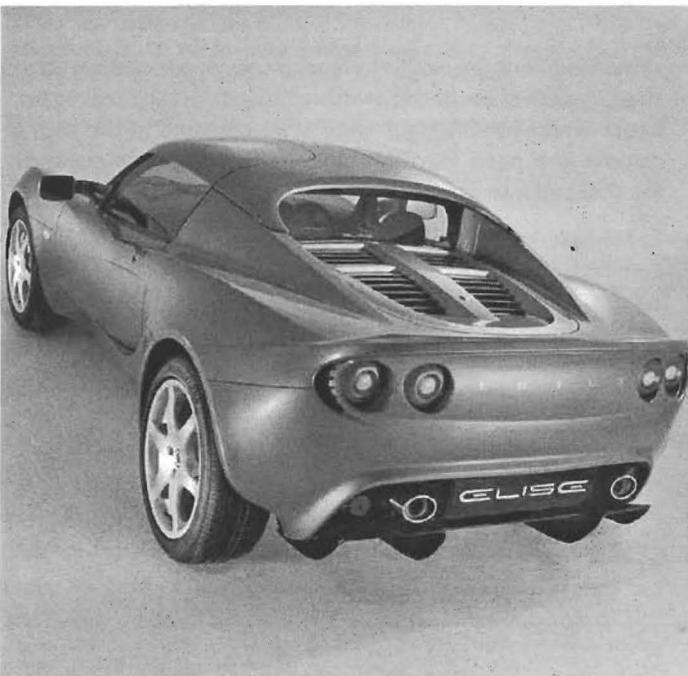


In terms of the design and build process, it's not taken Lotus long to come up with the new Elise. Designed and constructed in less than a year, it represents a milestone for the company who managed the whole process on computers for the first time.

The process involved taking the computer model of the chassis and components and then building the body outwards from there. A family resemblance is emerging with many design cues from the M250 and 340R. If a new Esprit ever emerges from the Norfolk factory, we shouldn't be surprised if it shares many design features.



Sharper edges are the most obvious feature, although the more aggressive stance is achieved with a chunkier rear end. Bigger wheels at the rear also enhance the sense of power that Lotus are keen to create. The rear of the car has been



(From the Chair, Continued from page 2)

plenty of time for Christmas, and I think we will be able to meet this objective. My apologies to anyone feeling slighted by not getting to vote. But on this, our day of national elections, think of it as the Electoral College method of selecting photos. But really, my sincere apologies. Please forward statements of dissatisfaction, lawsuits, letter bombs and anything else unpleasant to Jim Taylor... no, OK, send it to me, Dave

Billings.

Now, on to 2001.

Happy Wrenching in this, our season of darkness.

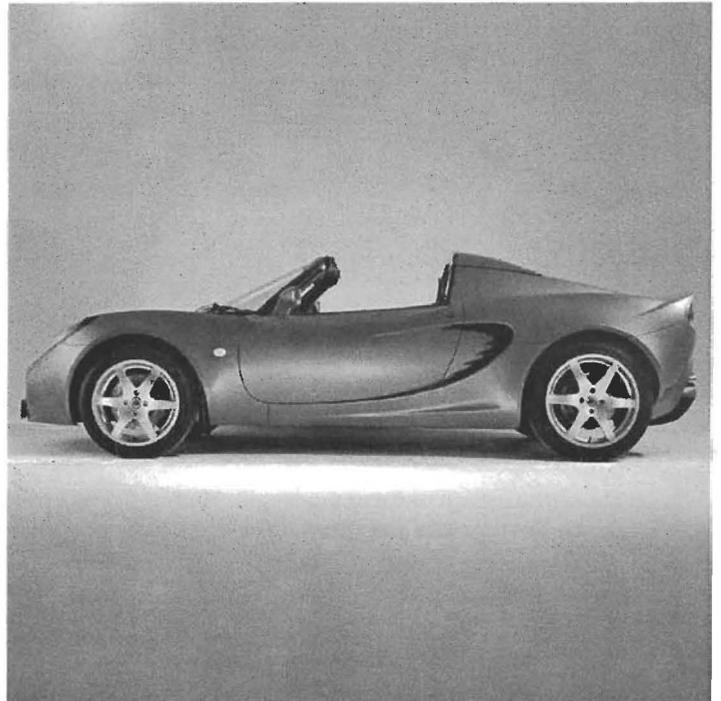
Dave Billings

(Elise II, Continued from page 5)

lengthened, creating more luggage space and hopefully an indication that a larger engine model is a possibility.

The initial offering will be a 120bhp K series, a surprisingly low powered engine for the muscular car. Having said that Lotus have achieved an impressively low kerb weight of 710kg using thinner composite panels.

The Elise has already established itself as an icon in the handling world but Lotus have worked hard on improving it further. The steering is said to be sharper and levels of road-holding superior to the old car. Bigger brakes have also been fitted.



some oddment space in the cockpit, even an optional parcel shelf. A reduction in the width of the door sills makes entry easier whilst optional 'gull-wing' style openings in the roof will remove the need for the comical entry and exit manouvers for those of a larger frame.

Lotus have had a busy year. Every few months they've given us something new to salivate over, creating even greater expectations amongst their loyal and growing fan base. They're unlikely to stop now - the future's looking bright!

Other minor irritations with the outgoing model have also been addressed. The roof is simpler to operate and there is

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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.

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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.

For Sale: 74 Europa Twin Cam Special

British racing green with yellow rims. Tan leather interior. Immaculate. First Place at ABFM. All maintenance records and history. Asking \$14,500 OBO, Kerry Sear, (wildnw@home), Seattle WA, 206-283-7055

For Sale: NOS Elan SI body and Galv. Chassis

New Old Stock, Lotus original Elan SI body and galvanized chassis. Includes all body parts; F&R bumpers, doors, headlight pods, hood (bonnet) and trunk (boot), and chassis bolt kit. May sell chassis separately if I have a buyer for both. \$9000. Buyer arranges and pays for shipping. Already crated from when it was shipped from England, so no crating costs. Located in the Seattle area, Dan Morrison (danmo@yahoo.com), 425-379-6330

For Sale: Twin Cam engine parts

All parts used unless noted. 4-bolt iron crankshaft, Ford cam sprockets (2 sprockets, 1 marked exhaust), valve guides (7, new), rear oil seal cover, chain tensioner sprocket and bolt, water pump hub, std. tappets (5), camshafts (2, 1 think std, one marked. Alan Perry (aperry@zayante.com), Bainbridge Island, WA, 206-855-9464



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>

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San Andreas, CA 95249-9564



Directions to the Marker's for the Christmas Party:

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At signal turn right (westbound)
At second signal turn left (southbound on hwy 99), landmark:
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Continue at **Common**

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House is third on the right, look for "1716" sign at base of
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Turn right and come up to the house, there is plenty of park-
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ELCC 2000 Event Calendar

Dec. 2—Christmas Party at the Marker's Home