

Lotus Lines

Evergreen
Lotus Car Club

Feb - March 2001

At the end of January, we once again descended on the Croshaw's for an evening of food, socializing and videos. Roger and Sue Ann live in a wonderful home on the West shore of Lake Washington, and lucky for us, have a nice media room to boot.

Attendance was down a little from last year, but we got some new faces to replace the ones we missed, and in the end had about 15 members join us for the festivities. Alan Perry had just recently received a shipment of parts from Lotus, who had graciously thrown in a couple of catalogs of the latest tidbits available to Lotusphiles around the world.

Clearly, Lotus is meeting with continued success, and is recapturing the glory that was associated with the marque during its heyday. OK, so I'm a sucker for marketing hype. Much of the catalog read like a "Skymall" offering, because you can buy lots of doodads with a Lotus logo. Fun to ponder, but I decided I wouldn't use the "Clamshell (like the Elise) Golf Multi-tool" enough to want to part with my many pounds Sterling, thank you very much. Still, it's been a long time since I've seen Lotus with this range of stuff, and I like the thought that when I finally have lots of spendable income, there will be some place for me to unload it.

Anyway, back to the movies. Dinner was a very healthy pizza, chips and soda. Were in not of the Hayashi's, who brought some vegetable salad, dinner would have been totally without redemptive value. But, as you might guess, no one was complaining.

It took a while, but eventually a group moved upstairs to the "theater" and commenced watching a couple of videos. New and improved for this year was the ability to run the sound through the Croshaw's stereo system, rather than my little boom box. So, with full surround sound, we embarked on a tape of a Speedvision program documenting the 1965 Indianapolis 500, the first won by Lotus, Clark and a rear-engined car. Highlighted in this episode was Mario Andretti, who was very young and in his rookie outing. Also interviewed was Dan Gurney, also appearing quite youthful.

Technical difficulties extended the run time of this feature, as we scrambled to fix a frame issue with the VCR. Luckily, a

spare was found and pressed into service, and we eventually completed the screening.

Next up was a piece about the development of the original GT-40. Complete with jazzy 60's soundtrack, this was an official Ford film about the early days of the program. It included some interviews with Bruce McLaren, who was the development driver for the project.

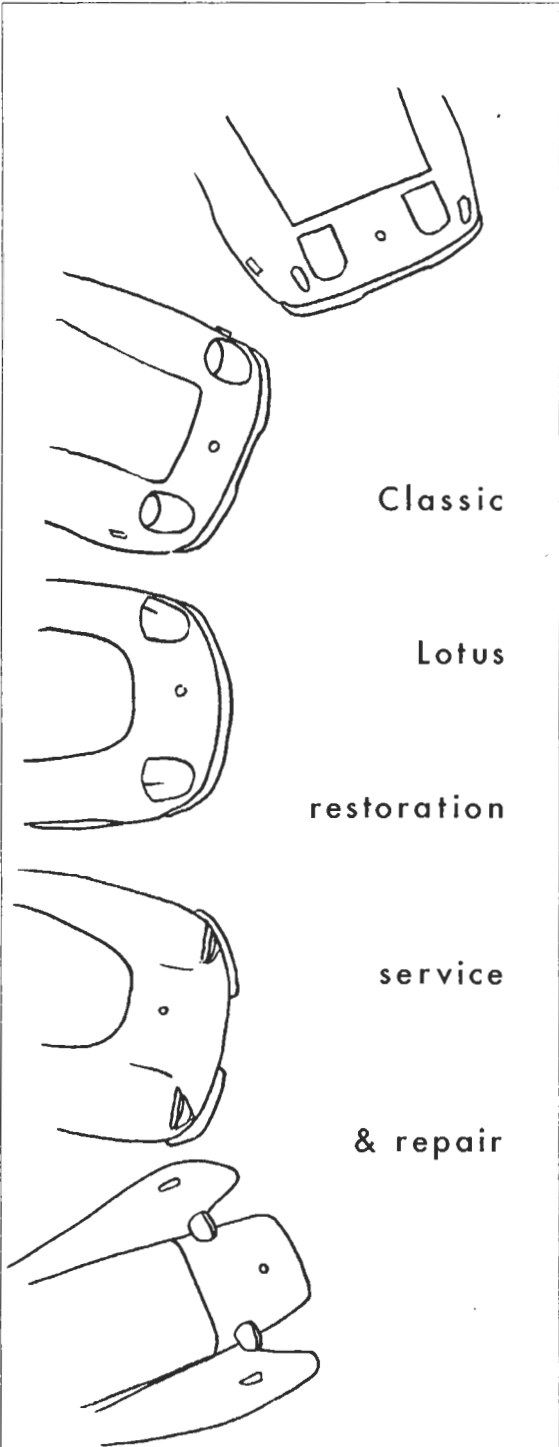


We ended the viewing with the final sequence of "The Italian Job", a film starring Michael Caine in which an awful lot of gold bars were stuffed in the back of 3 Mini Coopers. Suspension of reality was required, but it was entertaining watching the Minis bounce down staircases and drive along sidewalks on their way out of the city. Just don't pay any attention to the supposed 3 tons of gold they were each carrying.

The night ended as it started, with a group of us discussing various Lotus minutiae, this time about Europas. Thanks again to the Croshaw's for having us, and to those who attended.

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From the Chair

Spring! Spring! Spring! This weekend sure made it feel like Spring (and Summer) was fast approaching. Time to start thinking about what those lovely cars need to be ready to run. As we head into March, we have two events already behind us. Both Movie Night and the Tech Session at Performance Coatings were solidly attended and an enjoyable time for everyone that attended. If anyone wanted to go to Performance Coatings, but couldn't, let me know. Jeff Gering, the owner, would be happy to arrange another tour at our convenience. E-mail or call me if interested. For more details on both these events, see the write ups elsewhere in this newsletter.

Next up on the schedule is a little wheel-banging at SyKart in Tukwila. Again, details elsewhere, but we'll get a 15% discount on each session if we have 10 or more, so come along and bring a friend. We had a great time last year, and the track is longer and the karts noisier this year, so it can only get better. See the shootout between Dan Morrison, Lin Hayashi (if he's in the country) and Andre Samson. They put on a great show last year, and I hope to fuel,er, see, a solid rivalry erupt once again. As the officer's are banging their heads together to come up with some fun and different events, a couple ideas have germinated. First, we hope to make an event out of an autocross in May or June. As they are run regularly, it seems like an easy fit. We're not sure if it would include driving, though for anyone interested it seems easy enough to get involved, and you'd certainly have the club's support out there. The second idea was a more virtual racing experience. The latest generation of PC and console games are truly amazing, and a lot of fun. So, we're looking into pulling together some PC's and a couple Sony Playstations and have a gaming social. Potluck dinner, perhaps, generally polite conversation and a couple hours of eye-glazing driving games might be just the thing. If these don't sound appealing, or even if they do, please feel free to suggest some other event options that might appeal to you.

Finally, as I'm sure you all are aware, the motorsports community took a huge blow last week with the loss of Dale Earnhardt at Daytona. I belong to a mailing list for the PC Simulation Grand Prix Legends (can you say "geek?"). Most of the listers are European, and are drawn to the game by it's precision and their love of F1. As you can imagine, there aren't a lot of fans of NASCAR among the group. Yet, in spite of this, there was almost unanimous respect for his talent, perseverance and uncompromising pursuit of winning. Whatever he was, he was consistent to the end. I actually watched some of the early running, and was laughing when Dale Sr. "flipped the bird" at 185 MPH to a rookie that had the gall to try and move to the same piece of track that Dale had earmarked for himself. There he was, crossing Start/Finish with his left hand threaded out between his roll cage and window netting. Darrell Waltrip, who was commenting, laughingly said "There's ol' Dale, telling that rookie 'You're number 1!' " He drove fearlessly and without regret, and was certainly to be admired as he continued to win even as he approached his 50th birthday. I was never a fan, but I'll miss his presence.

Cheers to everyone in the club. I hope to see you all wearing a helmet and driving a kart on March 24th.

Dave Billings
Chairman



Tech Session at Performance Coatings

On Saturday, Feb. 17th, the ELCC visited Performance Coatings in Auburn. Jeff Gering was our guide, and is one of the principals of the company. I realized that I made a mistake in describing their operation as a "powder coating facility" in the previous newsletter. They actually don't do any powder coating at all. Using primarily ceramic based products, their primary goal is to provide heat and friction management coatings. You might come to them for your headers, but not for your suspension parts. After a chance for us (about 10 members) to arrive and settle in, Jeff began by giving us a history of the products, and describing the applications for which they are typically intended. While they do have a product that polishes up quite well, these aren't coatings you would choose solely for their appearance. Basically, there are three types of coating for different needs. The first is dry film lubricant impregnation. Using molybdenum disulfide, it is applied and baked on internal engine parts like bearings, pistons, valves & springs to provide hardening and lubrication, even in the absence of oil. The second application is thermal barrier coatings, typically used on headers, water passages and any other place where heat is a concern. Finally, they have products for thermal dispersion. This has been used in places like brake calipers, differential housings and cylinder heads. While it is clear that the bulk of Performance Coatings business is from the V-8 crowd, they also have products that might appeal to

we Lotus owners. The most obvious would be headers, where knocking down heat in the engine compartment could have numerous positive impacts on almost any Lotus. But if you've got a little extra budget, you could probably find lots of places that a little dry film lubricant might help. After the theory, we went into the shop to see the facilities, which include a spray booth for applying the coatings, a large baking oven, and both large and small vibratory tubs, filled with ceramic beads. This last step is critical to their products, as it actually peens the surface, hardening and finishing the material. While in the shop, Bob Wells noticed the project status board, which listed jobs for both Phantom Motors and Vintage Racing Motors. You might not be able to take this as a direct endorsement, but they do seem to do quality work, and apparently have some demanding customers. All in all, we were there for about 90 minutes. Jeff made sure we all left with a price list, as well as a 10% discount coupon. And while I didn't talk to him specifically, I bet he would honor that discount if you said you were with the ELCC. Finally, if you are interested in more information about their products, applications or prices, check out their Web site at <http://www.performancecoatings.com>. It goes into detail on the many uses they have found for their product line. Thanks to Jeff for having us to his shop, and for the donuts.

"Let's go Racing at SyKart!"

Sat. March 24, 2001 @ 11am

For those who remember, last year the ELCC visited the karting establishment of the Crazy Redhead in Bellevue. We had a great time, and as a result, I was recently getting questions from members about whether we would be doing it again this year. To these queries, that answer is "Yes" and "No". We ARE going karting, but NOT at Crazy Redheads. This year, we'll be shunning the environmental sensitivity of Crazy Redheads electric karts in favor of good old internal combustion engines. In addition, SyKart, located in Tukwila, boasts the longest indoor track (1/3 mile) of any of the facilities in the greater Seattle area. Karting is \$15 per 10 minute session, which should allow for about 20 laps. Most people last time chose to run 2 sessions, which was enough to cause sore arms and blisters for almost everyone. SyKart said that if we have 10 people or more, they will give us each a \$2 discount per session, so bring a friend.

Please note: If you use their helmets, you will need a headliner, which can be purchased for \$2. So bring your helmet, or at least your balaclava.

For those interested, we'll meet at 10 am for coffee at Star-

bucks, located in the Southcenter Barnes & Noble. From there, we'll head to SyKart at 11am. So, start practicing, and we'll see you there. For more information, call Dave Billings 206-241-2116/billco@home.com. Or check out <http://www.sykart.com>.

Barnes & Noble - Starbucks
300 Andover Park W # 200
Seattle, WA 98188
(206) 575-3965

Located at the corner of Strander and Andover Park West, across from the old Future Shop location.

SyKart
17450 West Valley Highway
Tukwila, WA
425-251-5060

Located on W. Valley Highway, they are just one mile south of the W. Valley Highway exit off I-405.

Lotus Elise GT I

Reprinted from PistonHeads.com

Little known out of enthusiast circles, the Elise GTI saw the light of day in 1997, ready for a season of GT and endurance racing. A road going version (as pictured) was also produced for homologation purposes. The cars were a joint development between the Lotus Group and GTI Racing who would ultimately own the cars as Lotus were contractually just operating as engineering consultants.

Regulations

It was a demanding project which suffered at the mercy of race regulators and the needs to produce road and race versions of the car, a problem for all GT car manufacturers. The demands of the two environments can be diametrically opposed at times, with issues such as noise and drivability of little concern to the race engineers but of utmost importance to those working on road cars.

Nevertheless Lotus Type 115 proved an impressive achievement with development completed in a mere ten months. Starting with an Elise road car, there was little left but the chassis by the time the engineers had finished work.

Although the chassis was common, it needed to be lengthened by 15cm to accommodate the Lotus Twin Turbo V8 (350bhp in road-going form, nearly 550bhp in race form) in a longitudinal setup. Although the unique bonded, extruded aluminium chassis is very accomplished in terms of rigidity, a stiffer structure still was required for a GT car. An integral roll cage was engineered which provided the torsional stiffness required, making the car almost rigid.

Elise V8

The body styling was still very Elise like, but the needs of cooling and aerodynamics played big parts in deciding how the final product would look. With a hefty V8 powering the little car from the rear, cooling ducts were needed to channel air to the oil cooler and the engine bay as well as to the massive radiator sitting horizontally in the front of the car. Hot brakes are no joke so the vents at the front of the car were used to channel air through the chassis tubes directly to the rear



brakes to keep them off the boil. Use of composites kept the weight of the car down to a respectable 900 kilos.

GTI racing regulations made life hell for the engineers. Development started with the intention of racing the car in 1997. The success of the turbo charged Porsches in 1996 led the governing body to ban turbos for the following year. This was a nightmare for the engineers who had Lotus's well proven V8 twin turbo in situ by that stage. The best alternative was considered to be a General Motors 6 litre V8, which also produced the power levels required. Fuel consumption was less efficient than the Lotus unit however and made the car uncompetitive in endurance racing. Then, to rub salt in their wounds, the regulators of the GT series decreed that turbos would be allowed after all! It was too late for the GTI though, the project was too far advanced down the GM route.

Compromise

Although on paper the road car looked an exciting prospect, its commonality with the race car was too great. With time and money in short supply the road car was fitted with a racing gearbox and clutch, making the transmission very harsh for road use. Coupled with the V8 mounted with soft engine mounts to minimise noise levels, it made the car very difficult

to drive. Other road requirements further compromised the setup. The requirement to have headlamps at a certain height above the road required the car to sit higher on its suspension than the low slung racer, once again pulling the project teams in different directions.

Sadly a season in which the car proved mediocre rather than stunning, doomed the project and it received no further investment. Several race cars are in existence but the only road going car was produced. GTI Racing auctioned that off at the Monaco Grand Prix shortly after parting company with Lotus.

It's a great shame the car never realised it's potential, instead it's consigned to being just another chapter in Lotus's fascinating history.



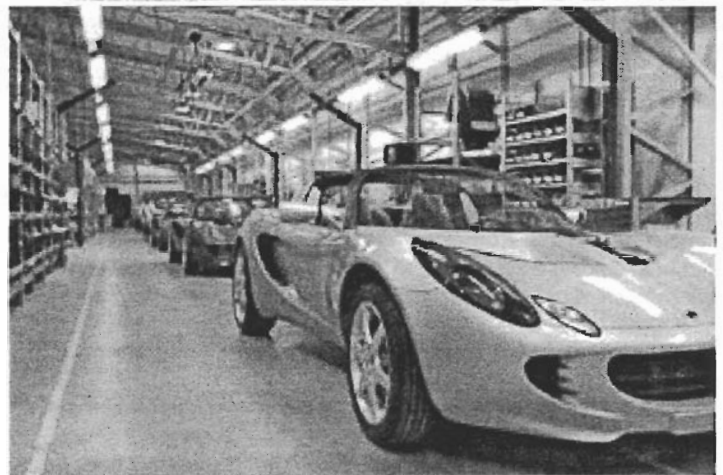
REDUNDANCIES AT LOTUS From PistonHeads.com Up to 300 jobs could be lost as Group Lotus take stock

Thursday 8th March

Group Lotus has announced today a redundancy programme to take place over the next few months. The downturn in the world's automotive industry over the last few months, coupled with delays in the production ramp-up of the new Lotus Elise and the Opel Speedster/Vauxhall VX220, have created a shortfall in revenue for the whole group. Cost saving measures have had to be implemented as a result in order to keep the business's costs within its projected revenues.

The redundancies will be at Hethel and Coventry, and could be up to 300 (approximately 15% of the workforce) in total. Lotus' facilities in North America will continue to operate from its engine testing facility in Ann Arbor and the recently acquired Southfield Engineering Centre, both near Detroit. Lotus will continue with sales of the Exige and Esprit and will increase production of the new Elise and the Opel Speedster / Vauxhall VX220 towards the planned total volumes of nearly 7,000 a year. It is in response to this challenge, and the downturn in the demand for engineering services, that the Lotus management must take steps to control costs within projected revenues.

This is in the face of increased success that saw turnover for



Group Lotus increase by 24% in the 99/2000 financial year giving Lotus its highest ever recorded turnover for the 5th consecutive year. Profit on the £138.9 million turnover was a healthy £15 million (before R&D and new product development). The two previous years saw profits of £10.2 million

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and £6 million (pre-tax)

Lotus have invested heavily in its facilities and training in that period in order to sustain the success. Investments have included

- £6 million to increase future production capacity
- £7.5 million in 19 new engine test cells
- £7 million in a new Engineering centre
- £1.5 million in a new paint and priming facility
- £1.5 million in new I.T. facilities equipment

- £1.5 million in training for staff

These are difficult times for British specialist car makers after a brief renaissance period that brought success to an always challenging market. The strength of the Lotus Group as a whole with its diverse range of engineering projects for other manufacturers should hopefully see it ride out these troubles with more ease than the Lotus of old.

20th Annual LaConner Tulip Daffodil Rallye

SPONSORED BY MG CAR CLUB NORTHWEST CENTRE

| | |
|--------|------------------------------|
| Date: | Saturday, April 14th |
| Time: | 9:30 AM (Rallye Start) |
| Place: | Cascade Mall I-5 Exit 230 |

Celebrate the millennium by driving the 20th Annual LaConner Tulip/Daffodil Rallye. Each car club will have a first place finish "bragging rights" for the year. Non-club entrants can win in "open" class.

This year's course will revisit the beautiful country side around LaConner and Anacortes. You and your navigator will enjoy spectacular scenery while touring, so don't leave your camera behind.

This event will be a gimmick rallye, where questions take the place of time /distance checkpoints, so anyone should be able to compete successfully. All you need is a sharp eye and a sense of humor. Please note -- speed is **not** recommended! You might want to pack a picnic lunch or a salmon barbecue put on by the Mt. Vernon Kiwanis Club to enjoy while the scores are being tabulated.

Please fill out the form below and send it, along with \$10.00 U.S. or \$12.00 Canadian per car to the MGCC at the address shown below. (\$12.00 US or \$14.00 Canadian to register the day of event.) A newly designed dash plaque will be offered on pre-registration/pre-pay basis at \$5.00 U.S. each. Please remember to bring along some canned food for donation to Northwest Harvest. For more information call Ken Bottini @ (425) 883-9615. See you there!

Directions: From I-5 take exit 230 and head east on Highway 20. Take a right at stoplight onto South Burlington Blvd. Take a right at next light onto Cascade Mall Drive. Go straight until you see the red-and-white MG Car Club tent, where you will check in. All rallye information and car number will be issued on the day of the rallye.

If you saved last year's Skagit Valley Tulip Festival's brochure, you can find many great places to stay if you want to make a week-end out of this year's event. Some local accommodations are listed on the back.

YES!! I want to win fame, fortune and glory in the 20th Tulip Rallye!

NAME _____ PHONE _____ TYPE OF CAR(S) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

IF YOU BELONG TO A CAR CLUB, WHICH ONE? _____

YES, I WANT A DASH PLAQUE _____ I HAVE ENCLOSED \$5.00 U.S. EACH TO COVER THE COST.

Entry Fee for each car is \$10 U.S or \$12 Canadian, advance, or \$12(US) \$14(CDN) day of event. Make checks payable to MGCCNWC.

Mail to: Tulip Rallye, c/o K. Bottini, 12835 N.E. 36th St., Bellevue, WA 98005-1323



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| Quarter Page | \$10/issue | \$60/year |
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| 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. Also available, 1964 Series I Elan. Located in the Seattle area, Dan Morrison (danmo@yahoo.com), 425-379-6330

New and used parts. Sell/trade. New parts purchased from The Roadster Factory. I'm reconstructing a 1968 Series III Lotus Seven. Looking for early Spitfire uprights with trunnions and steering arms, disc brakes with calipers and other English Ford or British Leyland parts for the Seven. I can use worn non-functioning parts for location "jigs". Please call Andre in Seattle at 206-528-8141.

TR-4/3, New from TRF

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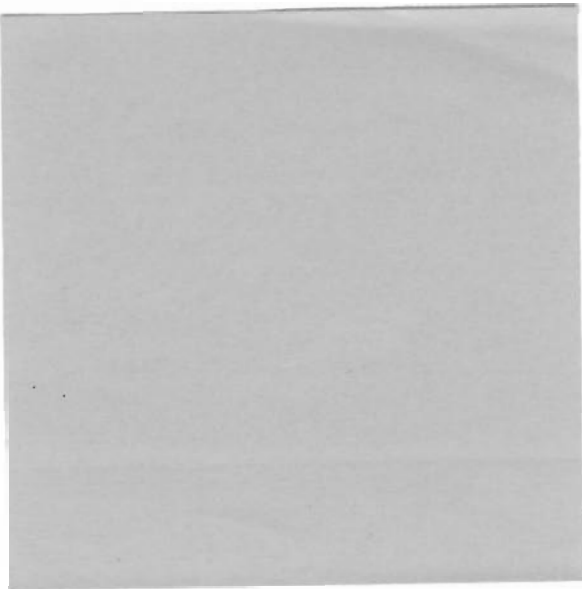
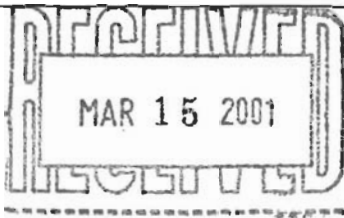
Evergreen Lotus Car Club

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danmo@yahoo.com

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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"Let's go Racing at SyKart!"

Located at the corner of Strander and Andover Park West, across from the old Future Shop location.

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17450 West Valley Highway
Tukwila, WA
425-251-5060

Located on W. Valley Highway, they are just one mile south of the W. Valley Highway exit off I-405.

(Classified Ads. continued from page 7)

Long, 622362 Heater Cable Short, DKS2 Knob Dash Set, GEG437 Valve Cover Gaskets (2 cork), GIGHP82 Hydraulic Hose Clutch Master to Slave, GIGP81 set Front Brake Pads, LU34680 Ignition Switch, LU54316731 Ignition tumbler and 2 Keys, 133122 Manifold to Head gaskets (2). Used: functional or rebuildable Stock Supergrip Hose clamps, LU69220 Horn (Low note), 501488 Water Pump (grease fitting style), LUNCB100 Regulator (screw lead), LUDLB101 Coil HP 12 45212B 11 74, LUG4012 Generator 22700J J 65 C40, Stock steel wheels (7).

STANDARD 10

Axle Case (empty), Axle with differential and 7" drum brakes

Used HERALD/(VITESSE?)

Front suspension with sub-frames and 8" drum brakes, Rear IRS with third member and carrier bracket, half shafts, bearing carriers, with 8" drum brakes, locating rods.

For Europa: Wooden body dolly suitable for body-off restoration. Dimensional lumber with heavy-duty castors. Can be disassembled. All hardware included. \$75 OBO. Gary 253-851-1790

1964 Elan S1: Complete car, stored for at least the last ten years. See a couple pictures at <http://www.geocities.com/danmo/elan1.htm>. The body would require a lot of work (but there's a new one for sale above!). Overall it is in good condition and complete. Recent work had been done to the engine and the chassis looks to be fairly new, many new parts were installed by the PO prior to storage. No rust. \$5500, located near Seattle. Dan Morrison (danmo@yahoo.com), 425-379-6330

