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Lotus Lines
Assoc.

Evergreen
 Lotus Car Club

January 2001

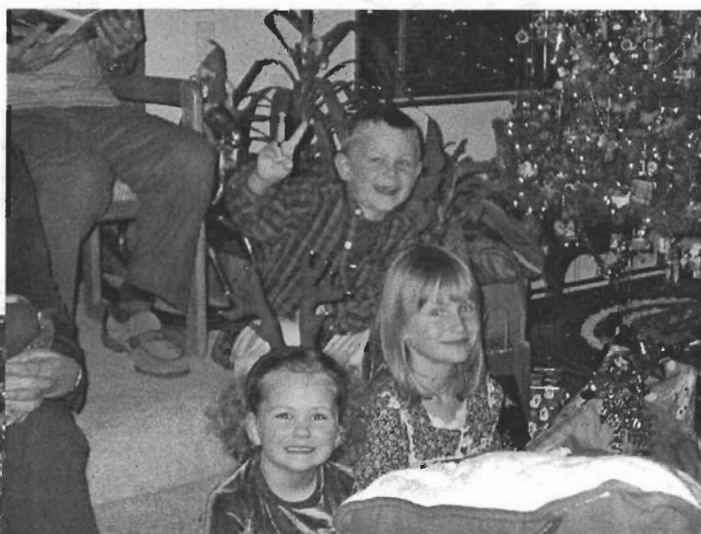
Annual Christmas Party

As is the tradition for the ELCC, we ended the year with our annual Christmas Party. Jess and Eddie Marker have been become so proficient at hosting this event that it will probably kill us all when they finally decide they want to go to someone else's house for the gift exchange. We were trying to remember how many years we've been going there, but even Eddie couldn't really be sure. I believe we settled on five, but whose counting, anyway?



Eddie Marker holds one of the many gifts "stolen" from her.
 Photo-Dan Morrison

Though we didn't get snow this year (have we ever?), the weather was cold enough to feel like the season, but warm enough to keep the roads from becoming icy. As a result, we had a solid turnout of about 35 people. For the first time since I've been attending, however, 6 of those were little ones under the age of 8. Through some strange turn of events, it seems that several of the officers are the fathers of youngsters. So, as an experiment, and with Eddie's blessing, we brought them all along. While I haven't talked to the Markers about the results, it seemed to work well for the parents, and there wasn't any issue recruiting someone to be Santa during the gift exchange. The biggest challenge was explaining to them why they weren't getting any gifts. To all those who attended, a communal "Thanks" from the parents at the party.



A few of the next generation Lotus owners attending the party.
 Photo - Dan Morrison

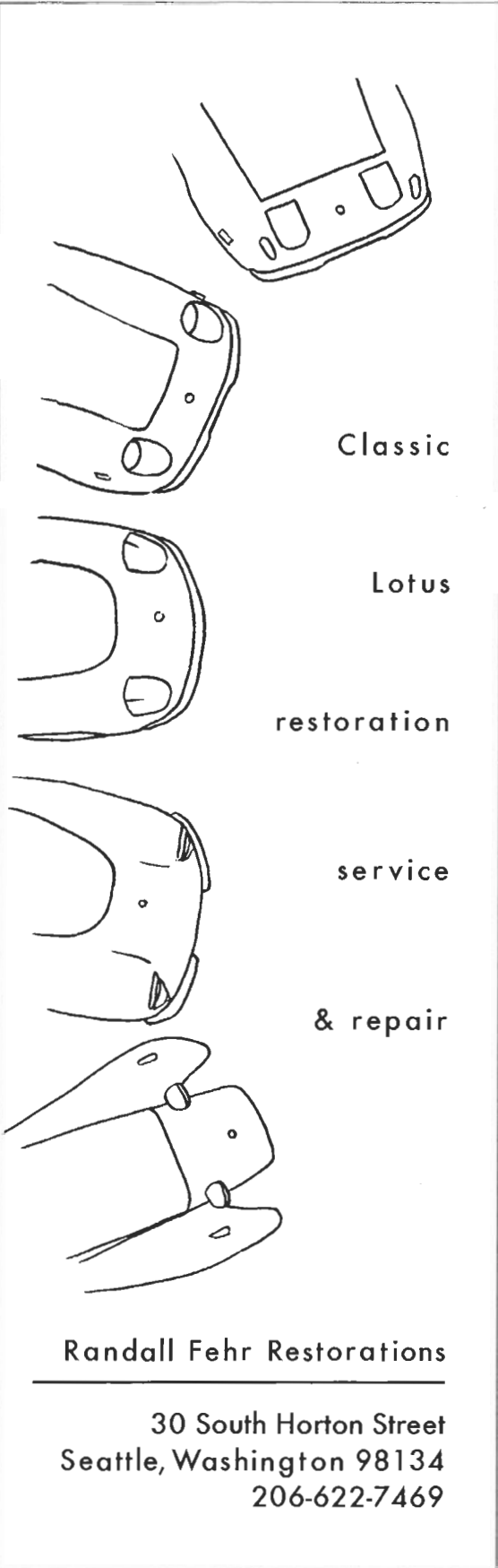
Dinner is becoming something I anticipate, where, like a family Thanksgiving meal, you expect and look forward to the same dishes year after year. As usual, we could have fed twice the crowd and had leftovers, up to and including the cheesecakes. This year, there was again the New York cheesecake whisked fresh from the Big Apple just in time for the party, as well as another contender from a bakery in Anacortes. Both were incredible, for those of us who performed the side-by-side comparison.

Another welcome part of the evening was the arrival of the 2001 ELCC calendars. As mentioned in the previous newsletters, this year's calendar was put together by executive committee. Thanks to a lot of hard work from Mark Clear (photo selection), Jim Taylor (printing and distribution) and Alan Perry (photo editing and layout) the end product turned out quite well, and within budget. Early demand has been strong both

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From the Chair

OK. So we're now in 2001. Happy New Year!! Does this mean that we are "officially" in the New Millennium, and that last year was just some kind of transition period? Or did we actually start the Millennium a year ago? Debates rage on, but for myself, 2001 is already beating the pants off last year. Like most Hollywood movie releases, Y2K could never live up to its hype, and for many seemed to actually disappoint (also like many Hollywood "blockbusters").

For one thing, we didn't have to enter this year still wondering who the next president would be. I wouldn't dare to state, in this forum, my level of satisfaction with the results, but I haven't heard the phrase "dimpled chad" since New Year's, which suits me just fine. Also in national news, the Fed dropped interest rates, which has got to put a smile on almost everyone's face.

In international Lotus news, the company appears to have continued successes and exposure. There will apparently be both a Caterham and a 340R featured in the upcoming Lara Croft movie, inspired by the incredibly popular console and computer game "Tomb Raider". Additionally, the Elise II is now showing up in UK showrooms (not that this makes us feel any better). Lotus is beginning to wade back into the competition pool with the Autobyte Lotus Championship, as UK series pitting drivers in identically prepared Elise racecars. And finally, rumors surfaced in December that Ford was negotiating with Proton (who own Lotus Group) to purchase 30% of the company, the maximum allowed by Malaysian law.

On a more local level, ELCC related news includes a couple of fun events to start off the year. In January, we have been welcomed back to the Croshaw's for another Movie Night. Lotus and vintage racing footage will likely be viewed, but let me know if you have something interesting on video. Then, in February, we'll be heading to Auburn and a tour of Performance Coatings, an engine and ceramic coatings specialist. Their applications go far beyond powder-coated headers, so it should be interesting. More details on each of these events can be found elsewhere in this newsletter. As always, we are looking for interesting event ideas, so if you have one, please pass it along.

Also on an ELCC note was the successful completion of the 2001 Calendar. Sales have been solid, and we feel certain we will sell out. If you don't yet have yours, contact Jim Taylor, whose number and e-mail are on the back of the newsletter. Fortunately, we had them out and ready for Holiday gifts this year, which always makes sales go much more smoothly. Speaking of gifts, I gave myself one in the form of a Logitech Force Feedback steering wheel. The version I bought has been touted as the best FF wheel on the market to date, and was available through www.justdeals.com for a little over \$50, including shipping. If you want one, I suggest getting their quickly, as I understand quantities are very limited. Anyway, I got this little baby to further enhance my video addition to Grand Prix Legends, and incredible realistic and hard as, well, you know, difficult to drive. When I want to be Pete Lovely, I just boot up the PC. If anyone ever wants to come over and play, you are more than welcome.

That's all for this month. I hope everyone had a great and happy holiday, and is looking forward to 2001 with anticipation and great plans. I hope to improve on last year by filling in those months we missed with more events, and hope you will make plans to attend them.

Best Wishes,

Dave Billings



January Event - Movie Night

Last January, we went to Roger and Sue Ann Croshaw's home for a really fun evening of Lotus related videos, pizza and socializing. In fact, we had so much fun that we're heading back for an encore. Since there is no shortage of interesting videos, we'll once again be converging in the Croshaw's "media room" (you think I'm kidding?). The club will provide pizza, drinks and assorted munchies. All you need to do is bring yourself and a great, related video if you have one (call me in advance if you do have one, so I can work out a schedule). We'll be watching everything projected onto an 8 foot screen, so it really is a great viewing experience. And, as always, you can't beat the company. See you there.

When: Sat. - January 27th, at 6pm
 More Info: Dave Billings - 206-241-2116

February Tech Session at Performance Coatings

When: Sat., Feb. 17th, 2001 @ 10am
 Where: Performance Coatings (more details in next month's newsletter)

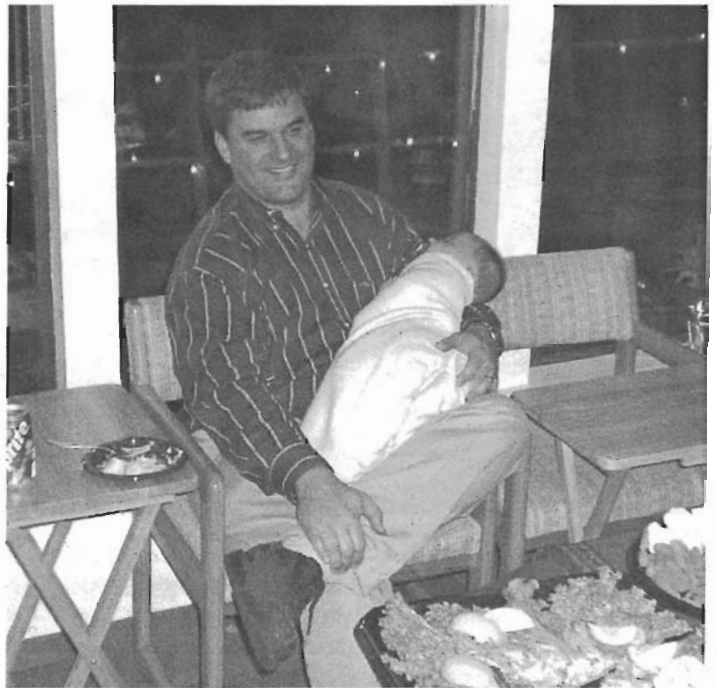
Next month, the ELCC will be heading down to Auburn for a visit to Performance Coatings, an engine and ceramic coatings specialist. Their mission is to increase performance and durability through coating applications. While the obvious uses for our cars are things like suspension parts and headers, they also do coating on internal parts like pistons, bearings and valve springs. This Tech Session will include a tour of their facilities, including a thorough walk through of how coatings are applied and their benefits. In addition to coffee and donuts, they will be providing attendees with a 10% discount coupon good on future purchases. For those with Internet access, they have an informative Web site at: <http://www.performancecoatings.com>. Put this on your calendar and join us.

Annual Christmas Party (Continued from page 1)

within the club, and from other Lotusphile around the country who look to us to provide a gift or two for them to give to others.

Finally, we come to the gift exchange, the traditional highlight of the evening. Surprisingly, Eddie only had to go over the rules twice this year, a new record. Everyone was well behaved for a while until the usual infighting broke out as gifts started to get stolen. Alan Perry unfairly used his daughter's "puppy eyes" to safeguard his gift each time someone gave any thought to stealing it. There was much anticipation about the dreaded Bugatti. We all knew that the Caleys had been the recipients last year, but that they weren't able to make the party this year. So, as the gifts from under the tree began dwindling and the Bugatti hadn't shown itself, we waited with bated breath for its emergence. Finally it was my father's turn. As a rookie at this Christmas party, he wasn't fully aware of what was happening to him when he discovered the car inside his gift. It had been well disguised, having been removed from it's box in order to streamline its profile.

With the Bugatti safely discovered and in the possession of "someone else", everyone went back to enjoying themselves for the duration of the evening. Thanks once again to Jess and Eddie who have been so graciously inviting us to their home, and for organizing the entire event as well.



Dave Billings taking the dinner shift with Lola.. Photo - Dan Morrison

LOTUS CHALLENGE ON PLAYSTATION

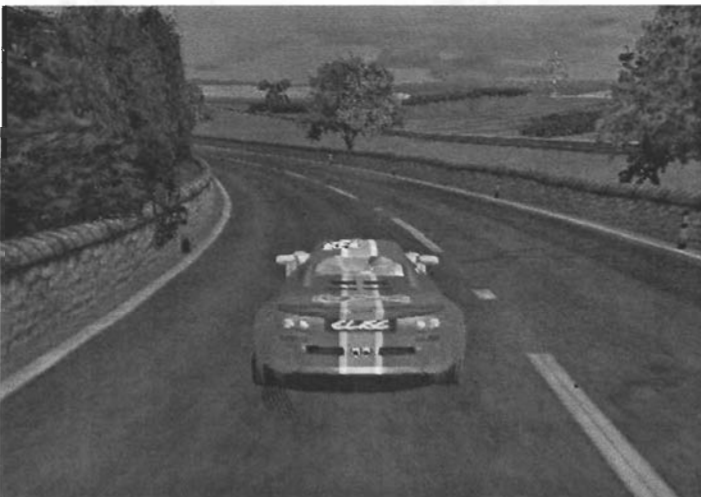
Wednesday 3rd January

(From PistonHeads.com)



The Autosport Show next week will see the launch of the new PlayStation game 'Lotus Challenge' on the Lotus Motorsport Stand.

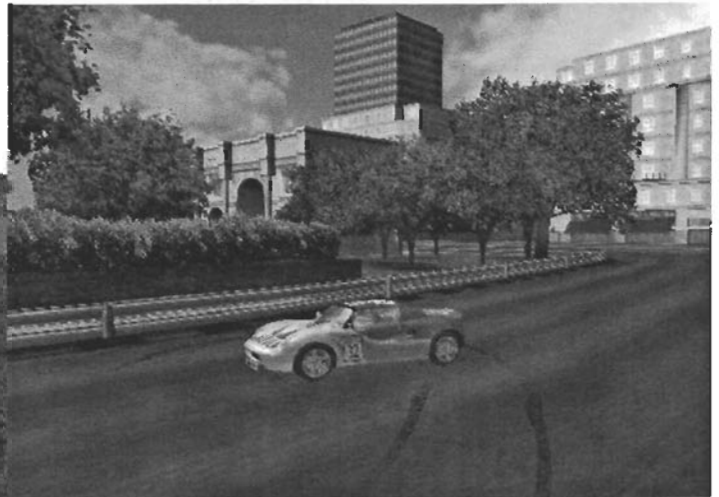
Developed in a close collaboration between Lotus, Virgin Interactive and simulation specialists Kuju, Lotus Challenge mixes simulation, arcade and stunt modes to create one of the most complete driving experiences to date. Players can opt for a pure adrenaline rush or more tactical long-haul races, each set across a variety of landscapes



and tracks. Players will also undertake specific driving challenges that range from daring stunts on movie sets to pursuing other cars through city traffic.

The same designers and engineers who are responsible for new Lotus cars have maintained an unprecedented level of involvement in the game's development to ensure that it is as realistic as possible.

Peter Bilotta, Joint President for Virgin Interactive, commented:



"Never before has a company from outside the interactive entertainment business taken such a hands-on approach to games development, ensuring that the Lotus reputation and brand will appear as an integral part of the finished game and not as some tacked-on afterthought."

Those who have seen the early demos have reported that technically, this is the best driving game to come out of Europe. Lotus Motorsport are very pleased with their involvement in the project. Chris Arnold, General Manager of Lotus Motorsport, said:

"In keeping with our ongoing pursuit of innovation and excellence, it is wholly appropriate that Lotus Motorsport should host the first public demonstration of Lotus Challenge. This is a fantastic opportunity for race and game fans alike to soak up a unique Lotus motorsport experience."

Lotus Challenge will be released for Sony's PlayStation 2, in Q2 2001.

For more images and more information see RacingGamer.com or Kuju.com



From PistonHeads.com

ASIAN PRODUCTION OF ELISE HALTED

Friday 1st December

Proton has halted production of the Elise in Malaysia. The small assembly line was set up three years ago to assemble Elises for the Far East. With sales volumes low it became difficult to encourage local suppliers to manufacture parts. The weakness of the Malaysian Ringgit against Sterling also made the cars relatively expensive.

FORD TO ADD LOTUS TO THE STABLE?

Friday 1st December

It's just the latest move in the game of musical chairs that sees the major car makers merging and acquiring all around the world. On Monday Ford confirmed its interest in Malaysian car maker Proton who own Lotus Group.

Under Malaysian law, only 30% of Proton could be sold to a foreign company and Ford is vying for that share. Proton is the biggest car producer in the region with the most advanced R&D facilities. Ford would like to produce its new Escape SUV in Malaysia.

Other manufacturers have also been talking with Proton including General Motors and some weeks ago it was rumoured that Rover were seeking an alliance with the Malaysian manufacturer too.

Concern amongst Lotus fans is that Ford will ultimately become the owner of Lotus Group, adding it to the stable that already includes Aston Martin, Jaguar and Land Rover.

Proton is currently owned as follows:

HICOM Holdings Berhad	27.2%
Khazanah Nasional Berhad	17.47%
Mitsubishi Corporation	8.03%
Mitsubishi Motors Corporation	8.03%
Other Local and Foreign Investors	39.27%

Reports from Malaysia now reveal that the 27.2% of Proton owned by HICOM Holdings Berhad has been sold to the Petronas Oil and Gas company, the conclusion of a deal under negotiation since 1998.

It remains to be seen if Ford are successful in their bid. It could get very complicated however. DaimlerChrysler own a significant share of Mitsubishi who in turn own a share of Proton. If Ford took a stake in Proton, they'd have influence over both Lotus Group - whose engineering division do work for a wide variety of manufacturers - and Lotus Cars who produce the VX220 for General Motors!



Reprinted from PistonHeads.com

TOCA TOUR FOR ELISE SERIES Tuesday 28th November

Lotus Motorsport has confirmed that the Autobyte! Lotus Championship will again provide top-line support to the popular British Touring Car Championship (TOCA) in 2001.

The Autobyte! Lotus Championship proved to be a huge hit with the TOCA crowds in its debut season this year. All the race cars are prepared and run by Lotus Motorsport from its base at Hethel in Norfolk - and the combination of a grid of identical 200bhp Sport Elises and fiercely competitive drivers provided for some great racing.

As Chris Arnold, General Manager of Lotus Motorsport, commented:

"When the Autobyte! Lotus Championship first hit the tracks back in April of this year, I don't think anyone really knew what to expect. However, I was confident that our 'arrive and drive' concept, coupled with participa-

(Continued on page 6)

The article was published in "Remarque", a Lotus club magazine, in January 1988. **By Charles Taul**

Since my college days (many, many years ago) I wanted to own a Lotus Elan. My "disease" started when I drove a beautiful, new, British Racing Green DHC I spied at a Lotus dealership in Columbus, Ohio (since departed) during the summer of 1965. My plan was to buy a new one as a graduation present for myself as soon after graduation as possible. As it turned out, my wife and I had our only child seven months after my graduation day in June of 1968, so I decided a daughter was a much better gift than an Elan, and put aside the purchase.

The Disease and its symptoms persisted through all the years. Finally, I treated myself to the long postponed graduation gift. As it turned out the Elan I bought came off the assembly line the year in which my daughter was born (1969) and the same year I planned to buy one in the first place.

The Elan featured in the article is the bright Yellow Elan FHC I currently own. I found it for sale in "Hemmings" in the spring of 1994. I called the owner, Greg Vinson. We had several phone conversations and he sent me some photos. I was interested. Greg lived in Park City, Utah but his parents lived in Nampa, Idaho. He said he needed to visit them and agreed to put the Elan in the enclosed trailer he used to carry the vintage cars he raced, and drive to Nampa. We agreed on a "Viewing" date, July 4, 1994. I flew from Bellingham to Boise that morning, he met me at the airport and we drove to his parent's home.

The car was sitting, sparkling in the driveway. What a beautiful sight! I knew it had to be mine. We talked about the car, kicked tires, ran a compression test, etc. and then I took it for a short, "straight street" drive, there were no curved roads to be found.

It was perfect! (well, it wasn't perfect, but that is really beside the point) We agreed on a price, I wrote the check, but as I

gave it to him I told him that I planned to drive the car back to Bellingham. Did he think that would be a problem?

Greg hesitated a second and then said, "Well, it is a Lotus." He then said that if it broke down anywhere between Nampa and Bellingham, give him a call and he would come to either repair what was broken and send me on my way or return my check, reclaim the car and take me to the nearest airport. That was good enough for me.

I struck out for Bellingham, thinking I would make the trip in two days since it is a distance of about 600 miles and I had a late start for the trip. I didn't leave Nampa until around 1:00 in the afternoon. I couldn't stop driving and wound up at home at dusk, happy, hungry and tired.

Greg was a few years younger than me. While in Nampa I found out that he had been diagnosed as having incurable cancer. He had sold the construction company he owned, sold a restored Lotus Europa and one or two "project cars". His intent was to put two vintage cars in his trailer and spend the rest of his life driving his cars in all the vintage car races he could find.

I am embarrassed to say that I have not tried to contact Greg or his folks since buying the car. Writing this note has made me decide to try to make contact with Greg's parents.

Through all the telephone calls and the time I spent with Greg in Nampa, it was easy to tell that he wanted his car to have a good home. He really wanted the new owner to be someone who would care for it and enjoy it as much as he did.

We waved to each other as I pulled away from the curb. He was still waving when I looked in the rear view mirror, so I put my arm out and waved again as I turned the corner and drove out of sight. I'm sure Greg knew in his heart that his treasure had found a good home.

TOCA TOUR (Continued from page 5)

tion in the TOCA package and the opportunity to race at key European Grand Prix venues would prove to be a success. These fundamental elements of our Championship won't change for 2001. "

As an integral part of the TOCA Tour next season, the Autobytel Lotus Championship will become one of the best promoted race series in the country. Some powerful new race day promotional initiatives by both Lotus and the TOCA Tour organising body, BMP, will attract even greater race day crowds as well as generating more media exposure.

Richard West, TOCA Tour series director, said:

"This year TOCA wanted to put on a more entertaining show that would appeal to a broader audience, as well as catering for the purist. The tie-up with Lotus is central to achieving that aim. The prospect of some classic Lotus cars being raced or demonstrated at some of the rounds is mouth-watering."

The 2001 Autobytel Lotus Championship will be contested over 12 championship rounds, ten of which will be with TOCA Tour, the remaining two rounds being contested in mainland Europe (provisionally supporting the FIA Sportscar Series). There will also be an additional, non-championship, European round.



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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 S1 body and Galv. Chassis

New Old Stock. Lotus original Elan S1 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

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



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>



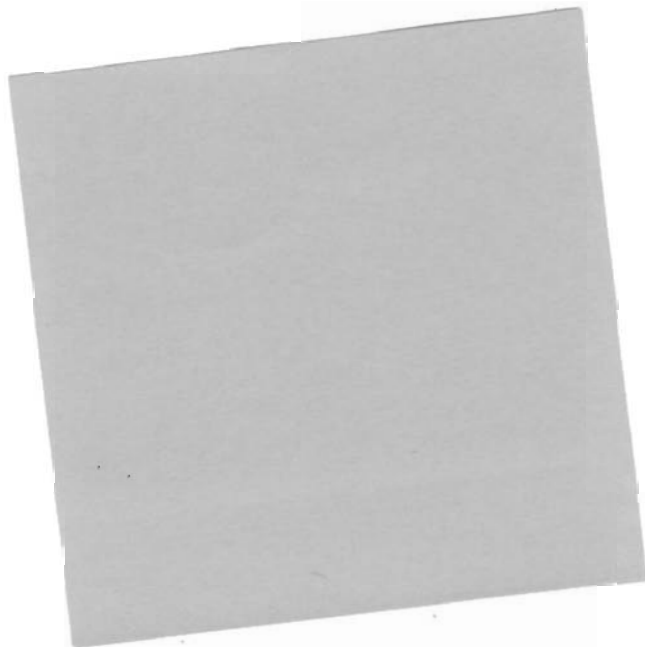
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Ans'd.....



*****Directions to Croshaw's*****

Coming South on I-5

Take 520 east to first exit (Montlake). Go straight through light to Lake Washington Blvd. Follow to stop light at Madison St. Stay in right lane and go through light. Follow Lake Washington Blvd., which is curvy, going through one stop sign at McGilvra. Continue along the lake to 908 Lakeside Ave. S. (Lake Washington Blvd. turns into this), and the house will be on your left.

Coming North on I-5

Take exit 163 (Columbian Way). Turn left at first light (S. Spokane St.) Turn left at 23rd Ave. S. Turn right on McClellan St. Turn left on Lake Park Dr. S. (Baker's Beach Restaurant is on the right.) Turn left on Lake Washington Blvd. S. Follow Lake road under I-90 bridge to 908 Lakeside Ave. S.

Coming West on I-90

Cross the bridge and go through Mount Baker tunnel. Take second exit (Rainier Ave. S.) and head south for approximately one mile on Rainier. Turn left on McClellan, just past Eagle Hardware. Stay on McClellan for one light and two stop signs. Turn left at Lake Park Dr. S. (Baker's Beach Restaurant is on the right.) Turn left on Lake Washington Blvd. S. Follow Lake road under I-90 bridge to 908 Lakeside Ave. S.

From Downtown Ferry Terminal

Turn right out of terminal and take first available left. Turn left on 1st Ave., then right on East Yesler Way. Go 1.9 miles to the dead end. Turn right and follow arterial down to Lake Washington. Continue straight at stop sign to 908 Lakeside Ave. S., and the house will be on your left.



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