

Lotus Lines

Newsletter for the Evergreen Lotus Car Club
January/February 2003

Lotus Announces U.S. Elise (Again!)

On 2 January, Group Lotus finally issued a press release announcing a U.S. version of the Elise. The first "official" announcement was made at Lotus Ltd.'s LOG event back in September, but there was no press release from Lotus.

This press release also announced a "new product strategy that will include a new family of exciting models over the next several years" and a plan to improve and enlarge the dealership network, but did not elaborate on either of these items. Neither the specifications (including drivetrain) nor the pricing were announced. However, Lotus did announce

a launch date and initial sales date of mid 2004, a bit later than the date announced at LOG.

And What About The Esprit?

It was confirmed that the Esprit will see the end of the road in early 2004, at least in its current form. Once again, there is talk of a next generation Esprit, as well as a car positioned between the Elise and Esprit (a role that was supposed to be filled by the now-cancelled M250 Project). According to application to extend the current FMVSS exemption for the Esprit, the end of production will happen on Dec. 31, 2003.

(continued on page 11)

Meeting at Vintage Racing Motors

When: Saturday, January 18th, 10AM
Where: Vintage Racing Motors (VRM)
9255 151st Avenue NE, Redmond, WA
425-869-8112 (VRM shop number)

Thor Thorson is planning to display the Lotus, and other interesting, cars associated with this long time Northwest Vintage racecar preparation shop. Stories of the cars will be told. Doughnuts will be served.

Contact Andre Samson at 206-528-8141 for pre-event info.

Directions:

- From the intersection of I-405 and Hwy 520 in Bellevue, take Hwy 520 East.
- From Hwy 520 East, take the West Lake Sammamish Parkway NE exit.
- Turn Left (North).
- In about 1/2 mile, bear Right onto 154th Ave NE.
- Proceed to the T junction, then turn Left (West) onto NE 90th.
- Proceed to 151st Ave. NE, then turn Right (North).
- In a couple of blocks, look for the VRM sign and building on the Left (West) side of the street.

Meeting at Hart Racing

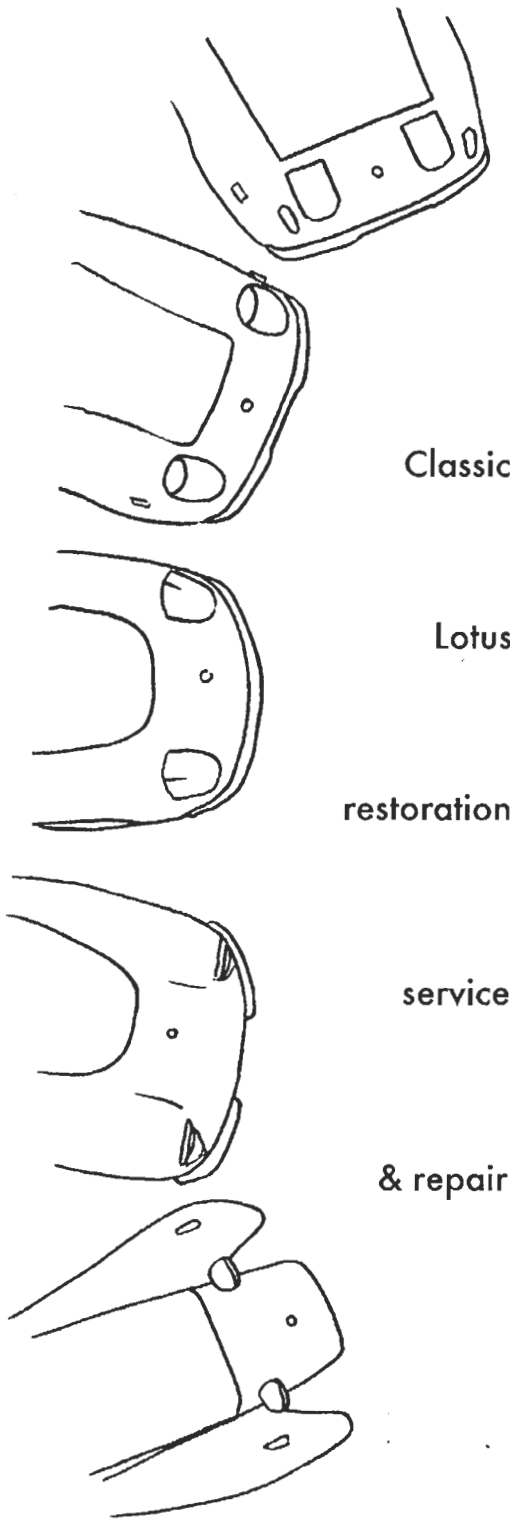
When: Saturday, February 15th, 10AM
Where: Hart Racing
14850 NE 31st Circle, Redmond, WA
425-556-9100

The Hart Racing showroom is just amazing. Yes, they have maintenance shops and parking garages for the FIAT transporter you've seen at Northwest car events. But the main showroom also houses geologic crystal specimens and twenty feet pre-historic dinosaur fossils, as well as an eclectic collection of cars.

Contact Andre Samson at 206-528-8141 for pre-event info.

Directions:

- From the intersection of I-405 and Hwy 520 in Bellevue, take Hwy 520 East.
- From Hwy 520 East, take the 148th Ave. NE Northbound exit. This is the second 148th exit and it will take you 270 degree around and back over Hwy 520.
- Cross over Hwy 520, head North on 148th and look for a ~~Denny's or Shar's~~ **AZTECA** Restaurant on the Right.
- Turn Right at the restaurant and head East toward the back of the business complex.
- Look for large cast doors and the ELCC sandwich board on your Left.



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**30 South Horton Street
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seanet.com/~rsfehr/restorations.html

Editor's Note

Welcome to 2003.

This is the second issue that covers two months, but looking through it, this may seem like the "a picture is worth a thousand words" issue (or the Randall Fehr issue).

Between the Esprit article and all of the meeting announcements that were in the last issue, there wasn't any room to cover the meeting at Randall Fehr's shop. So, now, this issue has to cover that meeting as well as the meeting at J&L and the holiday party (including all of the photos to let folks know what they are missing when they don't show up!) and announce the next two meetings (since there won't be another newsletter until March) and ... you get the idea.

Because of all of this, we went to twelve pages this issue. Maybe we should do twelve issues per year (one per month) instead of this weird ten issues per year thing.

On a difference topic, by the time that the next issue rolls around, race season will be picking up and I want to dedicate some space in that issue to review last season's racing activities of club members. If you did any racing last season, even if it wasn't in a Lotus, let me know (or don't be surprised when I call). I don't care if it is road racing, autocross, karting or even rallying; I want to hear about.

Until March ...

Lotus Lines is the official newsletter of the Evergreen Lotus Car Club. Opinions expressed in *Lotus Lines* are those of the author and do not necessarily represent those of the ELCC or its officers. Use all technical information at your own risk. Please submit all articles, art work, advertising, and photographs to the Editor. All other official business should be directed to the Chairman. Other Lotus clubs are welcome to use the material printed in *Lotus Lines*, provided that the ELCC, *Lotus Lines* and the author are duly credited. The ELCC is not affiliated with and does not represent Lotus Cars Ltd., Group Lotus, Team Lotus, or any Lotus related organization.

Membership in the ELCC is \$20/year, with the membership year starting in January, and is prorated in three month increments. Membership includes a club roster and a subscription to *Lotus Lines*.

Contact the Editor for business ads rates in *Lotus Lines*.

Contact ELCC at:

Evergreen Lotus Car Club
P.O. Box 40481
Bellevue, WA 98015-4481
<http://www.elcc.org>

The ELCC officers are elected bi-annually and those officers are currently:

Chairman:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(425)788-1900
	dave@bilcoh.com	
Webmaster:	Andre Samson	(206)528-8141
	ags58@earthlink.net	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

From The Chair

A blustery late autumn morning didn't stop many who had Evited yes from showing up at J&L Race Cars and Restoration in Puyallup back in November. Another great turnout following Randall's tour, and Louie gave a great talk about, and some demonstrations of, some of the more specialized (i.e. desirable) fabrication tools he's collected. It was also great to meet Eddie Vanetti, long time club member, and occasional professional, racecar mechanic. Sounds like there could be a lot of fun stories there. It was also enjoyable to hear some of Bruce Levins tales of racing rules. Thanks to Steve Shipley for hosting this event.

Remember that the Roster is due out in April. Please email or call in your changes and updates to Jim Taylor, ASAP. If you have a change or addition to the Vendor Section, contact Randall Fehr.

And I personally send thanks to Jim Taylor, Dave Billings, and Alan Perry for continuing at their jobs as officers of the club. It's gratifying to have their help and encouragement in keeping the club active for your participation. Too I'll thank David Caley for posting his event photos to the web. Unfortunately the site he uploads to expires after 30 days so you have to be quick to check in on his documentation of club events. Lin Hayashi has posted photos of the Holiday Party to the web. Check the Photo Archive Page on the web site to get the direct link.

In the first two months of the New Year we are continuing our shop tours. We will be visiting Vintage Racing Motors, in Redmond, Saturday, January 18 at 10AM. And in February, Saturday the 15th, also at 10AM, Hart Racing, too in Redmond. If there is one "shop" tour significant others or kids would be interested in, it is Hart Racing. It is more of an Auto Boutique, that also includes desk size crystals and wall sized fossils. Look for the invites with driving directions, in this issue.

There was talk at WCLM 2002 of an event for 2003. Early emails indicate Portland will be combining a Lotus gathering with the Portland All British Field Meet and SOVREN Race in September. Do we as a club want to help in an official manner with this event? Here is the text of the initial email:

-----Original Message-----

From: David Alford
Sent: Friday, November 08, 2002 9:28 AM
Subject: Lotus Track & Field Day Notice
NOTICE: Lotus Track & Field Day
Labor Day Weekend,
September 5, 6 & 7, 2003
Portland International Raceway
Portland, Oregon, USA

For Immediate Export:

Club Lotus N.W. will hold its traditional Track Day on Friday, 5 September, 2003. The Portland All British Field Meet is Saturday and Sunday, 6 & 7 September, 2003 and normally includes an Autocross. The SOVERN Vintage Racing Group will conduct a race Saturday & Sunday as well and Lotus will be the featured Marque. SOVERN is interested in inviting all Lotus Drivers and Clubists to participate in their event. PIR, Portland International Raceway, is the venue for all of these events. Club Lotus NW will entertain a proposal to incorporate these events into a Lotus Festival for Lotus-philies. Mark VanOsdel has volunteered to be event Chairman. Mark Viskov is the Track Master for Club Lotus NW. John Long is the SOVERN contact. Brady and Kathlene Joy have become the proud parents of an original Lotus Elite, No. 1515. (Will it be ready to Vintage Race in the event?). Lotus Cars, USA has indicated their interest in participating in the event. (How many Lotus Elises will CEO Arnie Johnson bring to the Lotus Club Track Day?)

Mark your calendars now! We will keep you advised of the details as they sift and fall-out.

Dave Alford

---end of email---

Let me know if you have thoughts about the ELCC helping to put on this event.

Happy New Year.

Andre



dave bean engineering

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Member's Notes Compiled from members

Submit your notes to Georgia Conti (antep3@aol.com), the Chairman or the Editor.

GREG SOTER of Phantom Restorations has left the auto restoration business for aviation. The shop he established almost twenty years ago closed on December 31, but the facilities have been taken over by long-time subcontractors/employees RANDALL FEHR (dba Randall Fehr Restorations), Stephen Clapsaddle (dba Liquid Reflections), and Brian Nordby (dba The Metal Man). The reborn shop is named Horton Restorations but keeps the same address and phone number. Randall now does all his Lotus repair and restoration work there.

ALAN PERRY ended his first full seasoning co-driving in stage rally competition in a spectacular roll-over accident at the Ramada Express International Rally, based in Laughlin, NV and held near the south rim of the Grand Canyon. It

Club News

2003 ELCC CALENDARS STILL AVAILABLE

The 2003 ELCC calendar is available. There are lots of nice shots of Lotuses, some familiar, some unfamiliar (particularly if you were not at the vintage races!). Because of lower than expected printing costs, the price has returned to the old \$15 for members and \$20 for non-members. Contact Jim Taylor (see page 2 for his contact info) to order one today.

CLUB ROSTER VENDOR LISTINGS UPDATE

Suggestions for corrections, additions, and deletions to the vendors listing in the club roster should be forwarded to Randall Fehr 206-782-8951, rsfehr@seanet.com. The list will be reviewed and edited in the next few weeks for the 2003 Roster.

TREASURER'S REPORT

I'm heading into my 2nd year as ELCC Treasurer, and was asked by some to give the club an update on our financial status. For those not in the know, the club's finances operate in a cycle. We receive almost all our revenue during Jan./Feb. through calendar sales and membership dues. We then slowly spend the money during the year on events, newsletter printing and mailing, and other miscellaneous expenses. We reach our financial low point after paying for the printing of the calendar around December, and start the cycle all over again.

The club has traditionally been able to maintain a comfortable surplus in the coffers, allowing us to do things like upgrade the sandwich boards a couple years ago, buy an E-Z Up canopy for use at the Vintage Races and ABFM, and generally handle other small capital expenditures. It has also allowed us to keep dues at the current rate, and absorb rising mailing rates for the newsletter and roster. The one area of concern the last few years has been the calendar, as we weren't generating enough sales to cover the costs, and

was particularly spectacular to the crew who spun their car in the same turn and were sitting five feet from where Alan's car landed. No one was hurt and the car could be driven out from where it landed. The rally should air on the Outdoor Life Network in February.

DAVE BILLINGS recently took delivery of his rebuilt twin-cam and gearbox. That, along with rebuilt brakes courtesy of Randall Fehr, and a bunch of suspension and driveline parts from Tony Thompson, gives him plenty of wrenching to do on his Elan. Almost everything necessary to make a running car now resides in the same garage bay. If only there weren't piles of boxes burying it all, maybe he'd get something done. But hope springs eternal, and there is some glimmer that the car could be running this summer. Cross your fingers, and pray to Colin for mercy during re-assembly.

were essentially subsidizing it. However, I'm pleased to say that Jim Taylor managed, this year, to get it printed at a substantial savings to the last few, and we expect that the club will just about break even on the venture in 2003.

In closing, I'm pleased to state that the club is in good shape financially. I'm happy to answer any questions members might have about our situation, so feel free to call me at 206-241-2116. Be sure to send in your renewal if you haven't already, and tell any friends that might be interested. The club added several new members last year, and now stands at 93. It would be great to make it to 100 before the year is out, so keep your eyes open for Lotus cars you don't recognize.

Happy New Year to everyone!

Dave Billings
ELCC Treasurer

OFFICER'S MEETING

The first officer's meeting of the year was held at the Wedgewood Alehouse. Chairman Andre Samson, Treasurer Dave Billings, Membership Secretary Jim Taylor, Newsletter Editor Alan Perry and Randall Fehr attended the meeting.

The agenda consisted of the following items:

- Consider whether to get involved with the possible Lotus Festival that Club Lotus NW may be having in Portland.
- Consider ordering more ELCC shirts because the second order has almost sold out.
- Consider a proposal from the LOON Lotus group in MN to produce a joint calendar.
- Reconsider the plan to start producing a 18-month calendar.
- Consider raising newsletter advertising rate.
- Plan future events.
- Treasurer's Report

Call an officer if you have any questions about what was decided for each agenda item.

J&L Race Cars and Restorations by Steve Shipley

Every visit to J&L is a treat for me. I like to take classes related to the automotive hobby and they were my introduction to J&L's Louie Shefchik. My first visit was 15 years ago and was the first time I had seen the restoration of vintage race cars. He had just finished reskinning a Lotus 7 series 1 including aluminum fenders and nose cone. Louie is a skilled fabricator who seems to get a lot of chassis work from the other local shops. In past visits to J&L's old shop, I've seen Louie rebuilding chassis for various sports racing and formula cars. His customers are the elite of northwest vintage racing.

J&L has recently moved into a new building in an industrial park in Puyallup. They have set up the shop so the parts and chassis fabrication takes place on one side of the building and the assembly takes place on the other side.

Our tour started in the fabrication area and Louie showed us the metal working machinery and talked about his current and past projects. Although J&L is known for race cars, and maintain a rotary table specifically for the Lola T160 they have done other projects. In collaboration with designers and engineers, they have built light fixtures for corporate offices and specialized food processing machinery.



Metalworking tools included welders, tubing benders, sheet metal brake, slip roll, bandsaws, air hammer, bead roller, and on somewhat permanent loan, a Norwegian version of the english wheel. Each one of these tools requires a skilled operator. Louie explains that he has learned from many people over the years. His father provided the introductions needed to crew at Indianapolis when he was fifteen and he hasn't looked back. On a previous visit, a badly corroded Ferrari from the early 50's was being restored. Louie was welding and metal finishing the aluminum body using a hydrogen/oxygen torch. An example of skill that has been obtained and refined with years of practice.

With the additional square footage in the new shop, they acquired an even heavier chassis plate from Art Morrison.

One of the challenges in chassis fabrication is to keep everything in place while the pieces are added to the assembly. The plate was approximately 6 inches thick steel. One of the heavier pieces of shop equipment I've ever seen.



Current projects in the fabrication area included a Victress, a sixties vintage Chevrolet powered roadster and a tube framed 67 Camaro, intended for high speed on closed roads such as the Silver State Classic Challenge Auto Race.

In the assembly area there was a 1967 Gerhart Indy Car, a Lola, another Trans-Am Camaro, a 1977 Greenwood Corvette, and a 1969 Corvette being prepared for Bruce Leven.

Bruce was there in person and I thoroughly enjoyed talking to him. Bruce ran his own professional race team, Bayside Motorsports in the 80's, after building Bayside Disposal from one truck into a very substantial business. In his career, he put in 35,000 race miles and his team won the Sebring 12 hour in 1987 and 1988. Although he still has his Porsche 962 he is presently preparing his Corvette to FIA specification for SOVREN. His discussion of what rules and how they are enforced was extremely entertaining.



Photos from the Meetings at Randall Fehr's shop and J&L Photos by David Caley and Alan Perr

A - Randall pointing out some of the finer points of restoring an Elan (RFR)

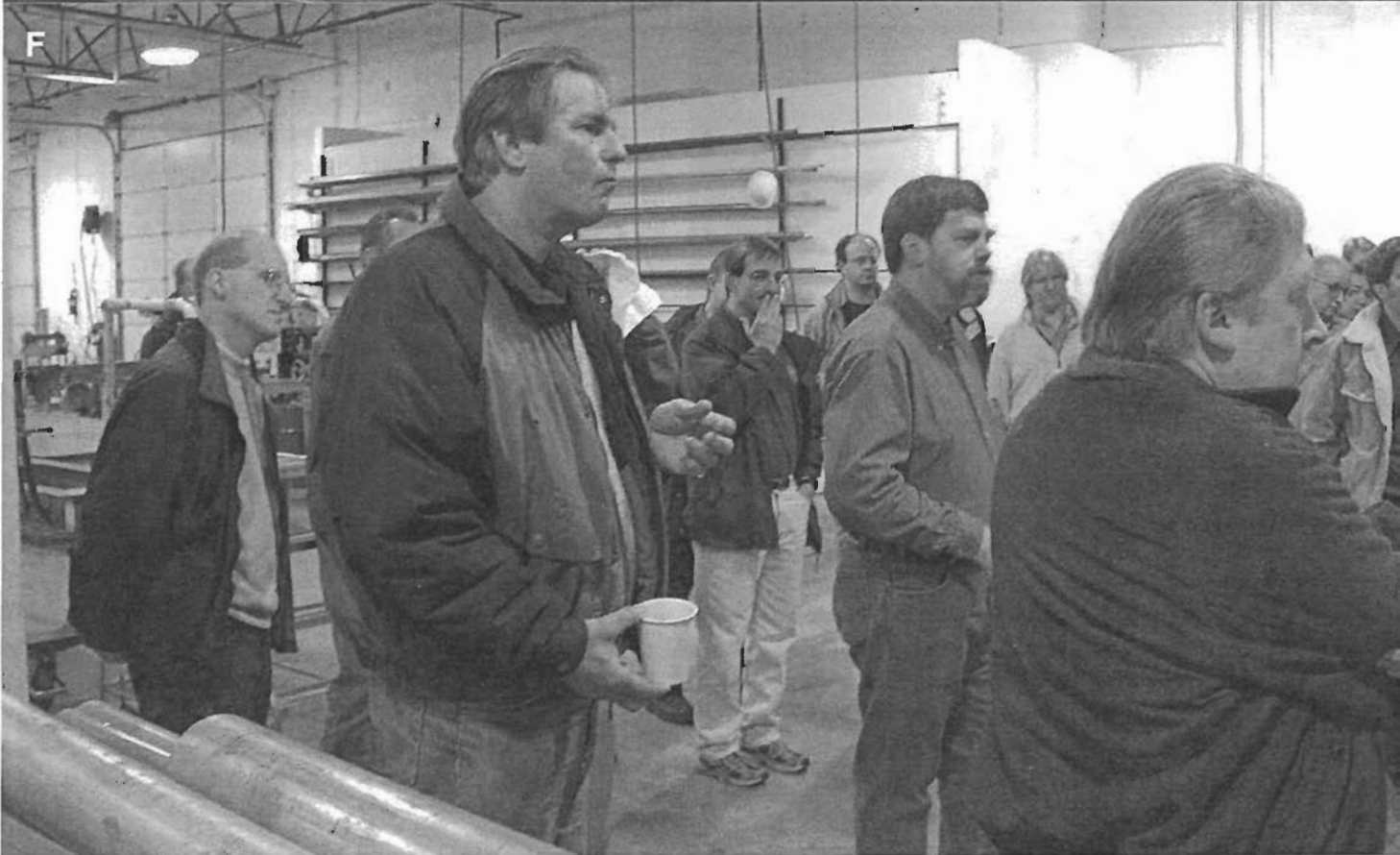
B - Your editor imagining this cage in his rally car (J&L)

C - Andre, David and others checking out the new Elite replacement chassis (RFR)

D - David and Jesse and an Elan restoration in progress (RFR)

E - Randall checking out something that isn't a Lotus (J&L)

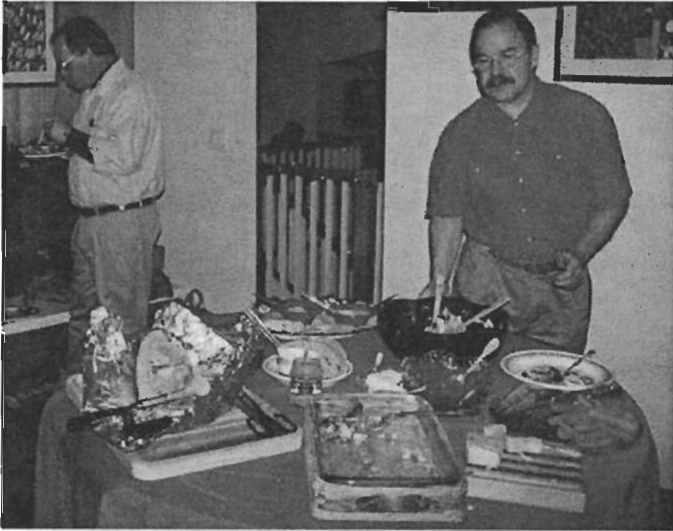
F - Louis demonstrating his pipe bending tools to the club (J&L)





Annual Holiday Party by Andre Samson

The Annual Holiday Party this year was hosted once again by Georgia and Chuck Conti in their West Seattle home. The potluck produced the usual fantastic appetizers, dinner and dessert. Twenty-two or three numbers were drawn for the Gift Exchange, and with a few more non-participants, the living room was full. A number of folk took photos, and one to post his photos to the web at Yahoo was Lin Hayashi. You can email Lin to get the full link, or go to the Photo Archive Page on the ELCC web site to get a direct link.



Bob Bentler had brought a Video that we looped the whole night, of the 1995 or 6 SOVREN Pacific Northwest Historics at the then named Seattle International Raceway. It included short reviews of each race group, including Bob in his Lotus 23, and also some period vintage film footage that had been transferred to video, of Bob and other action at SIR in the 60's or 70's. It'd be great to get more of that film transferred to video.

Continuing an inadvertent tradition from last year, when Lin had brought two gifts to the Exchange, allowing whoever got the Bugatti to also take home another (proper?) gift. Alex Phillips, who had taken home the uncovered Bugatti last year, brought two gifts this year. And also as part of the how to hide the Bugatti tradition, Alex displayed

the box the car originally came in, unwrapped, a small token of someone's impending doom.

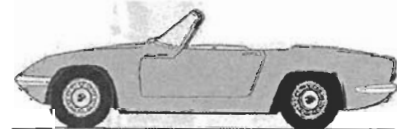
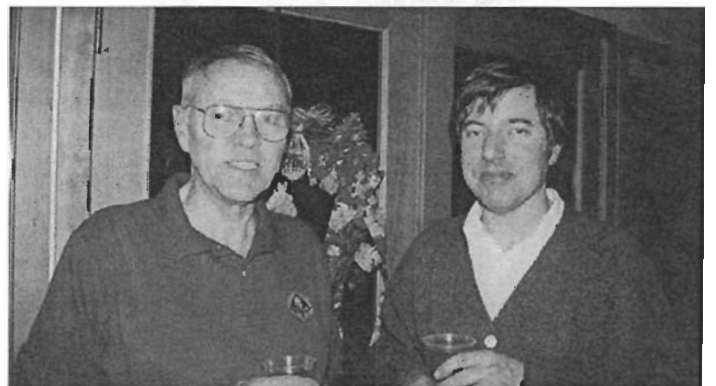
Gift stealing and freezing got off to a fast start, with books, car models, and race fan banners flying about the room. Eddie Marker put a full court press on Randall to get a framed Elite cut-away poster, which she later lost to friends of the Conti's who were in town for a visit. My friend Jamie, much to her relief, lost a 24 inch, 10 pound, Crescent wrench, and later an Extra Large WCLM 2002 Lotus Seven T-Shirt, but wound up with a selection of wine. After the



Exchange she made a point to thank both Richard Boyd and Michael Standing Wolf for giving her more selection. David Caley, for the second time, wound up with the Bugatti, and the final "extra" gift. There was a small amount of trading after the Exchange was over.

A few Hangers On helped pass the time as we all sipped Scotch and waited with Alan Perry for the early morning Bainbridge ferry.

Once again, thank you to the Conti's for hosting all the great, relaxing fun.



Randall Fehr Restoration by Alan Perry

Back in October, ELCC held a meeting at and tour at Randall Fehr Restorations South at Phantom Restorations. Since the meeting was held, there has been some changes at Phantom and now three of the subcontractors there, including Randall, have taken over and the shop is now known as Horton Restorations.

Before the changes, Randall Fehr Restorations was split between Randall's garage at his house in Ballard, where the fiberglass repair work was done, and Phantom Restorations, where the paint and mechanical work was done. Now, all of his work will be done at the former Phantom Restorations shop.

On the day of the meeting, the shop contained a mix of Lotuses and non-Lotuses and Randall took us from car to car, explaining what was up with each car.

The first three cars were the non-Lotuses. These were a 1958 Jaguar XK150, a 1965 Aston Martin DB5 and a 1965 Ghia-bodied car, based on a Fiat 1500 chassis. They were all interesting cars, even if they were not Lotuses.



The first Lotus was actually two Lotuses. Ed Oblad was having Randall prep and paint a new replacement Type 14 Elite body/chassis, then transfer the window glass, seats and other bits from his old Elite to the new body. According to Randall, the replacement body is structurally identical to the original (and costs around \$14000 plus freight). John Schneeman bought the old body and will be attempting to make a car out of it (thus his running ad in the newsletter).

The next Lotus was another Type 14 Elite, this one in the paint booth. This car was destined for vintage racing in Europe. He discussed painting technique here. It was also here that the ongoing question about whether any kind of blasting can be used to remove paint. In Randall's experience, blasting does not work on Lotuses and he always sands the old paint off.

Next was an Elan Coupe. This car was being repaired and the more Randall fixed, the more that was discovered to need fixing. The left side door frame required particularly complicated repairs. Repairs to the rear of the car required that Randall take a mold off of his own car. There were issues with the aftermarket bumpers from two source, so he just repaired the bumper that came with the car.



Randall then went through the set of tools that he uses when he does fiberglass work. One thing that he noted was that he covers himself from head-to-toe when working with fiberglass.

When asked how long it usually takes to prep a car for painting, he said usually 50-60 hours, but if lots of repairs are required, it can be 160 hours or more.

Lots of folks showed up for the meeting and tour, including most of the usual suspects. Jon Lexau came up from Portland, but the winner of the "came the longest distance" award went to Andres Sta. Maria and his wife. They came from the Philippines. They presented a badge from the sports car club that they belong to in Manila to Andre and Andre presented them with a club shirt.



Photos From The West Coast Lotus Meet Photos by Bob Wells



Event Calendar

ELCC events are listed in **BOLD**

January

- 7 **Officer's Meeting, Wedgewood Alehouse**
18 **Meeting at Vintage Racing Motors, Redmond, WA**

February

- 1-2 24 Hours of Daytona, FL
9 Club Elite Brunch, Newport Beach, CA
15 **Meeting at Hart Racing, Redmond, WA**

March

- 8 IRDC Driver Training, Pacific Raceways
15 **ELCC Event TBA**

July

- 4-6 **ELCC Corral at SOVREN Pacific Northwest Historic Races, Pacific Raceways**
26 **Western Washington All-British Field Meet, Bellevue Community College, WA**

August

- 15-17 Lotus Ltd. LOG 23, Grand Island, NY

Car Clubs

- BMWCCA: BMW Car Club - Puget Sound Region
425-481-9571 <http://www.bmwpugetsound.com>
CMCS: Corvette Marque Club of Seattle
425-486-2309 <http://www.corvettemarqueclub.com>
NWARC: Northwest Alfa Romeo Club
360-766-4405 <http://welcome.to/nwarc>
WWSCC: Western Washington Sports Car Council
206-255-0658 <http://www.wwscc.org>

Racing Clubs

- BSCC: Bremerton Sports Car Club
360-697-1761 <http://www.bscc.net>
CSCC: Cascade Sports Car Club, Portland, OR
503-543-8161 <http://www.cascadescc.com>
IRDC: International Race Drivers Club, Seattle, WA
206-781-8199 <http://www.irdc-racing.com>
ICSCC: International Conference of Sports Car Clubs
425-226-1338 <http://www.icsc.com>
NWMS: Northwest Motor Sports, Spokane, WA
509-928-0701
SCCA: Sports Car Club of America, NW Region
206-292-0500 <http://www.nwr-scca.org>
SCCA, Oregon Region
503-697-9649 <http://www.oregon-region.com>
SCCBC: Sports Car Club of British Columbia
604-824-7277 <http://www.sccbc.net>
SOVREN: Society of Vintage Racing Enthusiasts
206-232-4644 <http://www.sovren.org>
TC: Team Continental, Portland, OR
503-645-9058 <http://www.teamcontinental.com>

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Lotus Announces U.S. Elise (again!) (continued from page 1)

That exemption allows the Esprit to be sold in the US. As it is now, the Esprit does not comply with a Federal requirement concerning the headliner and the cost of redesigning the car to meet the requirement and/or sourcing an alternate material could not be amortized across the small number of cars produced.

The initial exemption was applied for in November 1999 with an expiration date of September 2002 and the exemption was extended to September 2003 last May. Lotus applied for one more extension this past December. This one is a "hardship" exemption and the numbers reported by Lotus certainly seem to qualify.

In 1999, Lotus built 2569 cars, 112 exported to the US. In 2000, Lotus built 2993 car for themselves (162 exported to the US), plus another 127 for Opel/Vauxhaul (presumably VX220s). In 2001, Lotus built 5181 cars (48 exported to the US), plus another 3046 for Opel/Vauxhaul. In FY 1999-

2000, Lotus made GBP 12.4M, but in FY 2000-01, they lost GBP 20.2M and in FY 2001-02, they lost GBP 7.5M. Over those three years, that works out to a loss of GBP 15.3M. While production went up, profits went down. At the end of 2001, Lotus let go of 197 employees, plus another 250 or so in early 2002.

In the application, Lotus claims that this is the last time that they will apply to extend the exemption because the Esprit V8 engine does not meet MY 2004 emissions standards. Based on information in the exemption application, supply of airbags and transmissions is also an issue.

Finally, the application also claims that Lotus' plan is to "find a way to finance" the M260 project (the U.S. model Elise) for introduction in the U.S. in 2004. Does this mean that, despite the recent announcements, there is still a chance that the U.S. Elise may not happen? Only Lotus knows the answer to that question.

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Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you no longer want the ad to be run.

For Sale: Fuel tank for Twin Cam Europa, pressure-tested, \$100. Ambient air temperature gauge for Elan +2, NOS, in box, needs calibration, \$75. 1965 BSA B40 single, big-project, \$400 obo. 1967 Triumph Tiger Cub, project, \$1200 obo. Bob Cross, 360-652-9260.

Parts Wanted: for 1968 Seven Series III. Seeking LHD front foot boxes forward to graft to skinned rear tub. Series II ok. Skinned or not. Pedal bracket for hydraulic clutch and pedals. Engine brackets for X-flow. Front anti-roll bar and lower a-frames. Rear axle a-frames and locating rods. Petrol tank. Headlight buckets. Windshield frame. Hand-brake lever. Caterham reprint of Seven Manual. Andre 206-528-8141, e-mail ags58@earthlink.net.

Parts Wanted: for Type 14 Elite. Any spares you have. Building a car from a bare shell. John Schneeman 206-854-6706.

Parts For Sale: for 1983 Turbo Esprit. Brand new door rubber, R & L side. Two weatherstrip door glass rubber, part # E079U4434F and the two strips that go between the

window and body. I believe many years are interchangeable. All the parts are brand new in original plastic bags from England. I paid over \$350 for everything. I no longer need the parts, the car is sold. Any reasonable offer considered. Marshall 206-236-4635, e-mail leshklein@attbi.com, Seattle, WA.

For Sale: Motorsports Elise. Red. Alignment & ride height changed. Gel cell battery. Spare splitter. Spare alternator. Custom exhaust with optional Supertrapp tip (for quiet days). Custom lower motor mount (lighter and stronger). Set of rain tires. Fuel container and filler. \$67500. Colin 425-417-3862 or <http://www.lotussource.com/lsclassified/MotorsportElise/summary.htm> for more information.

For Sale: 1969 Europa S2. White w/red pin stripes. Mild fender flares. 67k miles. \$6900 OBO. Michael 253-973-6893, Gig Harbor, WA.

For Sale: 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. Asking \$20,000. Maury Montag, 425-391-5359.

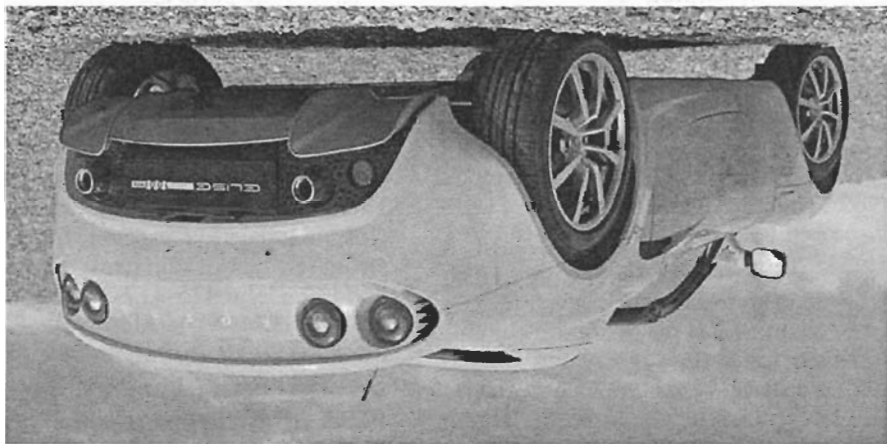


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