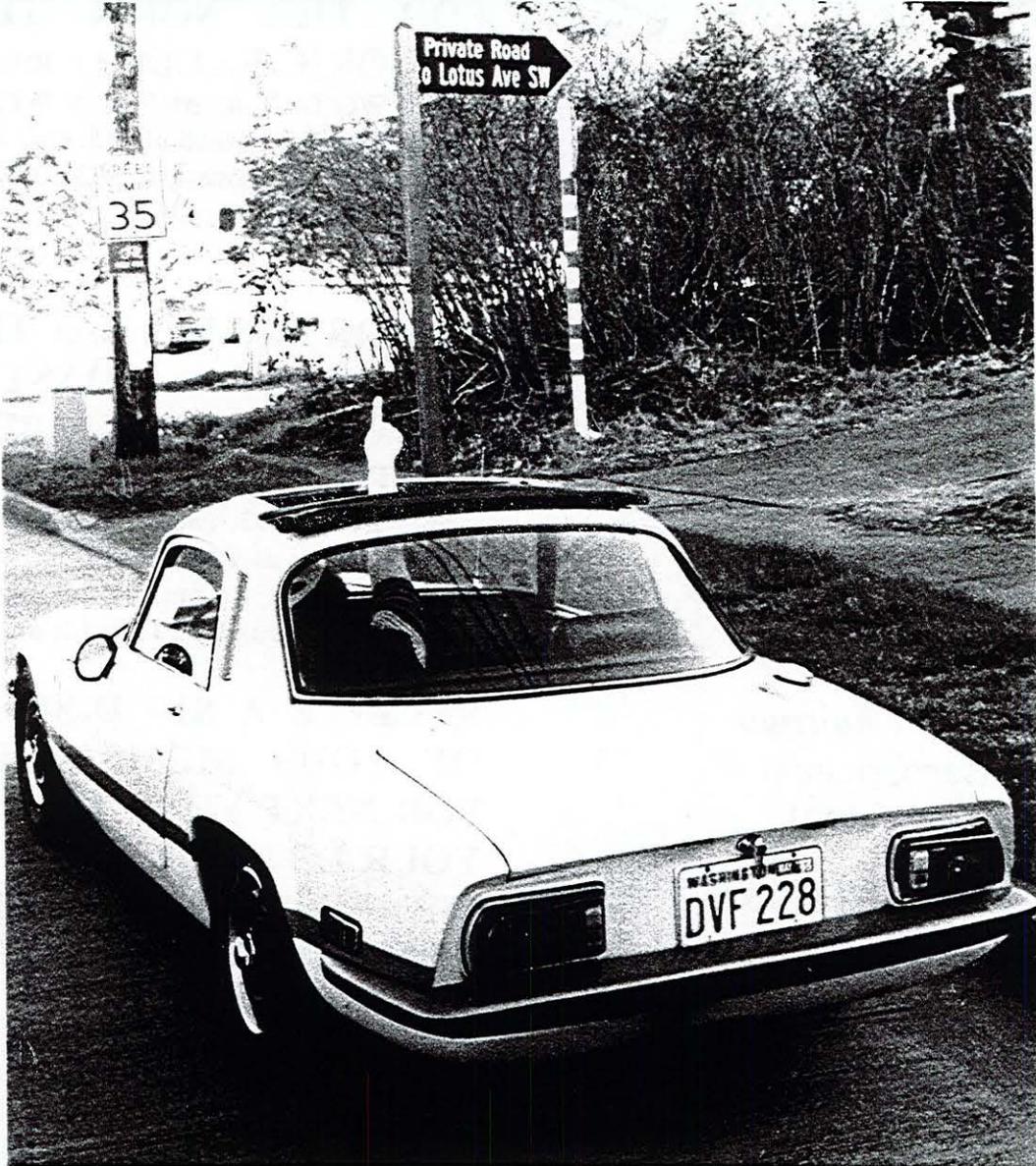


Newsletter of the Evergreen Lotus Car Club

Lotus Lines



JULY/AUG 1995 Inside This Issue

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Lotus Lines

11th Year of the Club



44th Year of the Marque

1995 Club Officers

Chairman

Kenny Richins
206-827-3223

Treasurer

Don Anderson
206-271-0781

*Editor/Club Liaison
/Membership*

Susan Hagaman
206-827-3223

Past Chairman

Bob Crichton
206-668-6841

MATTERS OF PARTICULAR INTEREST

DISCOUNT TICKETS AVAILABLE FOR THE NORM THOMPSON HISTORIC RACES AT PIR JULY 8TH & 9TH. TWO DAY ADMISSION WITH PADDOCK PASS FOR \$10 instead of \$18. Call Debbie Davis of Club Lotus Northwest at 503-293-0491. They will also have a Lotus corral set up at the track over the weekend.

RUMOR HAS IT THAT THE 1996 WEST COAST LOTUS CONVENTION WILL BE HELD IN PORTLAND. It will probably have the same format as in 1993, running concurrently with the Historic Races at PIR the second weekend of July. More info as it becomes available. One of these years it will be our turn to put it on.....

RECEIVE A \$10 DISCOUNT OFF OF YOUR MEMBERSHIP DUES FOR NEXT YEAR IF YOU ENTER YOUR LOTUS IN THE UPCOMING WWABFM JULY 22 AT BELLEVUE COMMUNITY COLLEGE.

Only one discount per member/family.

PLAN TO ATTEND THE 1995 LOTUS FESTIVAL IN MONTEREY

ON the COVER:

photo by Susan

Kenny and his recently purchased 1972 Elan S-4 cruising around Alki one sunny afternoon following the meeting at Phantom Restorations in April. They find the only street in Seattle named after our favorite marque. Very short and very steep.

Advertising Rates: SIZE	MONTHLY RATE	YEARLY RATE
BUSINESS CARD	\$10	N/A
QUARTER PAGE	\$15	\$120
HALF PAGE	\$20	\$160
FULL PAGE	\$30	\$240

All ads must be camera ready and are payable in advance. Deadline 15th of the month preceding publication. Questions? Contact Editor.

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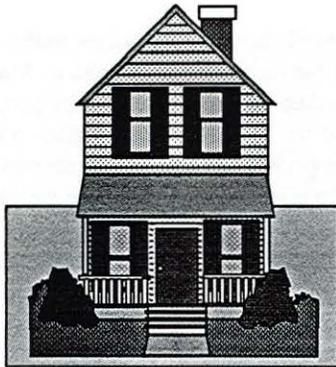
GENERAL MEMBERSHIP MEETING

at Dan & Sharon Morrison's home
in Snohomish

6520 152nd St. S.E., 337-0216

Saturday, July 8th 1 pm

With an 'all the fixin's' *BBQ!*



Upcoming Events

July/August

The ELCC July meeting travels up north again to the town of Snohomish to visit the home of club members Dan and Sharon Morrison. Kenny and Susan have known Dan previously to joining ELCC through autocrossing as Dan used to be quite an avid autocrosser a few years back. Their Lotus stable consists of two Europas and an Elan. Our hosts will graciously be providing a full blown BBQ'd lunch with hamburgers, hot dogs with all of the fixin's, lots of great food and beverages for the membership. This will be an informal meeting with lots of Lotus talk and plans being made for members attending the WW ABFM in two weeks and the Lotus Festival in Monterey. Upcoming ELCC events for the rest

of the year will also be discussed. Kenny and Susan will also be unveiling their newly renovated Europa S-2 autocross machine to the membership. Come on out and meet Dan and Sharon and their three Lotuses. So bring your Lotus and your appetite!

DIRECTIONS TO THE MORRISON'S- 6520 152nd ST SE. Phone is 337-0216.

From I-405, take the Bothell / Canyon Park exit, and head North (that would be right if you're north bound and left if you're south bound) on the Bothell-Everett Hwy. Go North to 132nd ST SE, probably about 5-6 miles. Turn right (East) on 132nd, and follow for a few miles, passing the buffalo farm on the right. Stay on 132nd until you get to the end of the road. At this point there will be a sign that says The FALLS. Turn right (you can't turn any other way) into the development and follow the road up the hill to the stop sign (about a mile or so). Across the intersection you will see a sign that says GOLD CREEK. Go through the intersection and make the first left just after the GOLD CREEK sign. Follow this street until you come to another stop sign, (152nd ST SE) and turn left into the cul de sac.

From I-5 take the 128th St exit and head East, that would be right off the freeway if you are heading North, and left if you are heading South. Follow 128th and it will gradually turn into 132nd. Stay on 132nd until you get to the end of the road. At this point there will be a sign that says The FALLS. Turn right (you can't turn any other way) into the development and follow the road up the hill to the stop sign (about a mile or so). Across the intersection you will see a sign that says GOLD CREEK. Go through the intersection and make the first left just after the GOLD CREEK sign. Follow this street until you come to another stop sign, (152nd ST SE) and turn left into the cul de sac.

In the last issue of LOTUS LINES I had mentioned that Kenny and I had hoped to have the Europa running by the middle of May. Well, that quick freshening up of the motor turned out to be not so quick. Kenny had found after tearing down the motor that one of the pistons had gotten a little too hot and had sort of melted below the bottom ring. And this was our trick set of pistons. Fortunately, we had a extra set on the shelf that were not quite as trick but they would do. To have another set manufactured would of taken six weeks! The sleeves and pistons were sent off to the machine shop to be matched and then we thought we had

ourselves a running Europa. NOT!!!! The darn thing won't start. Traced it to a broken sensor for the magnetic pickup in the distributor. Now it would run but the cooling system wasn't working right. Seems the new electric water pump needed a larger capacity of water in the cooling system so we had to add another header tank at the pump.

by Susan Hagaman

Now the motor runs and the cooling system works, almost too well. It takes 15 minutes or more to warm up the motor.

Took the Europa to it's first event June 4th. Since we didn't have any way to test it running under load at full throttle previous to this event, this autocross was going to be a "will it or won't it" test. WON'T!!!! Kenny drove first and it idled fine but under load it didn't want to go faster than 25 mph. Turned out to be a bad fuel pressure regulator and some problems with the carburetor. Kenny took care of that. The next test would be the Lotus Car Club of BC autocross on June 11th. Would this trip be for naught? NAH!!!!!!!!!! The car ran very, very well and we had a great time there. It was sunny and warm with a great site and a very fun, fast course. Afterwards, we retired to event organizer Doug Holbrow's home nearby for a BBQ and beer. Door prizes were handed out, everyone won one! Thanks, Doug, for the great time. Can't wait to do it again! Their track day is coming up on September 9th.

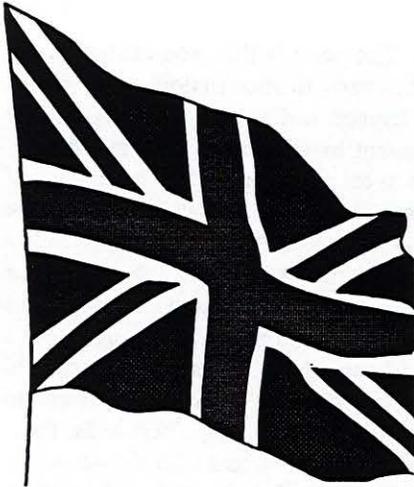
When we went to this event we were sweating it out taking the Europa across the border in this big enclosed car trailer. Before we crossed over we parked and Kenny went in with the manifest for the trailer, the registration for the car and the ad in the newsletter for the event. The Canadian customs official was kind of surprised. He said that we don't need to come in, just get in line with everyone else and tell them we are going to the race track! All of that worrying for

nothing! It probably would of been a different story if we tried to cross at Blaine as at Aldergate, where we crossed, is close to Mission Raceway so they are used to seeing race cars and car trailers.

There was a good turnout of Lotuses and members at the meeting at Bob and Gayle's house in Marysville in May. The weather cooperated and was sunny. At the Funtime Rallye on June 10th the weather was lousy so the turnout was poor. Only two people showed up to run and rallye and one of them wasn't even a club member! So Jim Taylor, rallyemaster, decided to put the rallye and the prizes back into the file cabinet and run it again this fall, probably in October while the weather is still good. Thanks for all of the hard work, Jim and Kim. Everyone headed for Peter Miles house where the rallye was suppose to end. There the attendance wasn't much better. Jim says we missed out because one of Peter's neighbors has many interesting cars in his garage and he had them out for everyone to look at. Hmmm, maybe we can do this again.....right, Peter?

Kenny and I attended the Vancouver All British Field Meet at the Van Dusen gardens on the 20th of May. We were going to enter the Elan but I had to work that Saturday and I couldn't get away early enough. There were seven Lotuses entered, three Seven's (one had a killer supercharged motor in it), one Europa Twin Cam, on Elan FHC S-4 and two Esprits. I was told that this was a dismal turnout as they usually field 12 or more Lotuses. We saw a bunch of the WWABFM people and some people we know up there who have a TVR. We got to talk with a bunch of the LCC of BC people and afterwards drove to Doug Holbrow's home in Abbotsford for dinner and conversation. The next day we drove home all the way down on Highway 9 in the Elan. Oh, what fun! We even got to pass other British cars that were on their way home from the ABFM. A very pleasant and fun weekend.

While Don was down in Portland for the Indy car races he ran into a bunch of people from Club Lotus Northwest. They had a Lotus corral there with three Lotuses and Don got to meet the club's Editor who I talked to the other evening. She told me that she would be able to get discount tickets for ELCC members to the Norm Thompson Historic Races the 8th & 9th of July. Call Debbie at 503-293-0491. She also told me that they will have a Lotus corral there and they already have 20 Lotuses signed up. Wow! I wish we could get that for the WWABFM. Some Lotuses from Portland will be coming up for the WWABFM so we will get to meet some fellow Lotus enthusiasts from Portland! She also informed me that they will once again be hosting the Lotus Convention in 1996. So get ready.....



SATURDAY, JULY 22nd

Bellevue Community College 8am- 4pm

If you are planning on entering your Lotus please be sure to send in your entry form by July 14th. If you need one call Kenny or Susan at 827-3223. If you have already entered please arrive by 9 am. Volunteers are needed to help direct traffic and parking of cars. Help will also be needed to help set up the club awning and sign. Once again we will have a potluck picnic to share with all Lotus entrants. This year we will have signs for the four groups of Lotuses so when people vote they know which group of cars are which class. All Lotuses entered will be grouped accordingly not by where the entrant wishes to park their car. The four groups are: Sevens, 1st Generation-includes early Elites, Sixes, Nines, Elevens, etc. Elans, Elan +2s-all Elans except the M-100. Europas-self explanatory. Esprits, Elites, Eclats, 2nd Generations-includes Elan M-100. Cars must remain on field until trophy presentation at 4 pm. There will also be a Swap Meet area and Cars For Sale area at the Meet. Let's try to win the Club Participation Award this year! It is possible if 20+ Lotuses enter.

WWABFM
Update
July

As an inducement to get club members to participate all members entering and showing their Lotus will receive a **\$10 rebate** on their entry fee from the club. So fill out that entry form. You have no excuses now. Questions? Call Kenny/Susan 827-3223.

Monterey — 1995 !

We want to help you *GET THERE!*

As an inducement to finishing that restoration and driving it to Monterey, we are:
Announcing the 10% Monterey Rebate Program

- 1 - Save all your 1995 Dave Bean Engineering invoices applicable to the car you're taking to Monterey.
- 2 - If you show up in *that car* and bring your invoices for *that car*, we will issue you a 10% rebate on the spot!

This rebate applies to race and Concours d'Elegance entrants as well as street cars. Sorry, no trailer jobs or "almost dones." It has to be an actual participant (Lotus corral, Concours, or Historic Races).

• **Call today for rebate form!**

dave bean engineering
 636 e saint charles street • star route 2
 san andreas ca 95249

... for all your Lotus needs

PHONE: (209) 754-5802
 FAX: (209) 754-5177



r.d. enterprises, ltd.

290 Raub Road, Quakertown, PA 18951
 Phone (215) 538-9323 Fax (215) 538-0158

Elan and Plus 2 Rear Brake Caliper Pistons

Stainless steel pistons will not rust like the original plated pistons. If your rear pads are wearing unevenly the caliper pistons are probably sticking because of rust. Rebuild the calipers with new seals and stainless pistons and restore the original excellent braking performance of your Elan! **\$100.00 Set of four**

Early Elan Rear Discs

Very early models had rear discs with a slightly different bolt-circle diameter. We now have these discs in stock! **\$75 each**
 Elan S2,S3,S4 and Plus 2 rear discs also in stock at \$75 each.

Stainless Steel Exhaust Studs

TwinCam engines 5/16" **\$3.50 each, \$25 set of 8**
 907, etc. engines 8mm **\$6.00 each, \$66 set of 12**
 Copperized and stainless steel nuts also available.

European Tail Lenses for Elan S4, Elan Plus 2, Europa S2 and TwinCam Europa

Red stop/tail, amber directional, white reverse
 Use with lamps that have separate bulbs for stop/tail and directional functions. **\$70.00 each, \$130.00/pair**

TwinCam Tune-Up Special

For engines using Lucas 23D and 25D distributors:
 Lucas points, condensor, cap, rotor, NGK plugs and suppression ignition wire set. **ONLY \$41.95**

Special Prices in effect until June 30 or until supplies run out.

Prices do not include shipping or tax.
 VISA, MasterCard and Amex accepted
 Hours: Monday-Thursday 9:00-5:30
 Friday 9:00-5:00

Summer is here and the best part of owning a Lotus is now at it's peak for most of the membership. No, I do not mean working on them. That is what winter is for. I mean *driving* them. That is what summer is all about. Shady, twisty country roads, the kind that permeate eastern Redmond and most parts of Snohomish County are great Lotus driving roads. The act of grabbing that gear shifter and rowing the car through the gears, listening to that engine sing as red line approaches, while watching in the mirror as that old Buick that was on you rear bumper struggles to keep

From the Driver's Seat Chairman's Column

by Kenny Richins

up with you through all of that twisty parts. Does this image get your blood pumping? Good! Here are some ideas to enjoy your Lotus with this summer.

1. The next club meeting is at Dan Morrison's home this upcoming Saturday the 8th.
2. The WWABFM July 22nd, Bellevue Comm. College
3. Any Local Autocross
4. The Vancouver Lotus Club's Track Day Sept. 9th.

Really, these are just a few of the many things you can do while enjoying your Lotus either by yourself or as part of a club function.

Susan and I had the opportunity of participating in the Lotus Car Club of BC's Autocross held on June 11th. This was a great event. Imagine being able to do as many runs on the course as you wanted. Just think of all of the practice you could get and how much better a driver you could become with all of that practice! Then after the event think about a great Barbecue that was included in the price of autocross. Great burgers and of course the higher octane Canadian beer. I want to thank Doug Holbrow for organizing the autocross and the BBQ at his house afterwards. I wish that more of our club members could have found the time to participate at this event. Unfortunately, the event was not well attended by the members of the LCC of BC as well as our own. The result is that the future of this event is in doubt. As a small society of Lotus enthusiasts we have a responsibility to participate in as many Lotus events as we can. If we do not participate in club functions, ours as well as those of our Lotus neighbors, how can we be sure that the event that we miss this season will happen next season? The answer

is that we do not. The point is this; you cannot expect club members to be overly thrilled in doing the work of making an event happen and then not having anyone show up. The present logic seem to be that, well if I don't attend this event, there will still be plenty of people that will go. This works fine as long as you are the only one who has this idea. Much to my disappointment, most people in the club have been having this thought lately. Jim Taylor put a lot of effort into the Funtime Rally held on the 10th only to have Don Anderson and Bruce Carroll being the only ones to show up at the starting place. When they went to Peter's home for the party/meeting afterwards, there were only three other club members who showed up. I want to thank Jim for all of his hard work and I want to thank Peter for opening up his home to us. I also want to apologize to the both of them, in the name of the club for the poor turn out. Jim will present the rallye again in October for the membership and maybe this time we will have a better turnout.

What must we do to get a greater involvement by the membership of the club? I have had a discussion with some of the membership of our sister Lotus club in BC and they thought that perhaps the only function that the club should do is to provide the newsletter. Why should the club officers bother to create events that have little or no turnout? Have we, as a club, outlived our purpose for existing? Are we in a little slump that we can pull out of or are we in an tailspin that can't be recovered from? I guess the upcoming events will give me an answer. I hope to see you some of the upcoming events.

Susan and I have recently had the experience of trying to change the title on the Europa from the previous owner that lived in Oregon. We really didn't need to have the title changed since we won't be driving it on the street but we planned on going over the border to Canada we thought it would be a good idea to be able to prove that we own it! We ended up getting a big run around from the Washington State Patrol and their inspection. The first guy we saw really didn't know what he was looking at and didn't like the way the factory vehicle identification plate was riveted onto the sheet metal in the front trunk. We told him that was the way it is attached at the factory. After much head scratching and looking in all of their books we were told that we would have to come back and see their "SPECIALIST"! Great! We were leaving to go to Canada tomorrow! The earliest we could get an 'appointment' to see him was two weeks away. Luckily, we were able to get a 60 day registration on it while we worked this out. Now two weeks have past and we take the Europa back to the State Patrol to have their

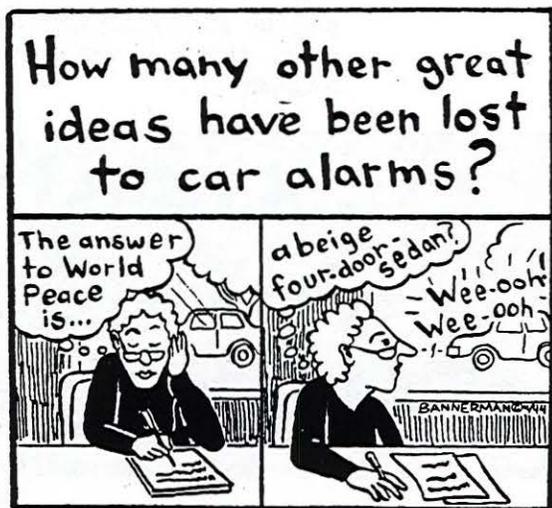
"specialist" look at it. More head scratching. He doesn't like that he can't find a VIN number on the chassis. On the chassis? Yes, he says it should be located on the right rear part of the chassis. He looks and looks but can't find it. I didn't know that there was one. Since he can't find it he won't give us the paper work to get the OK to get the title changed. Oh boy. Now we have to get a vehicle ownership bond posted which is 1 1/2 % of the value of the car, submit all of this paperwork and in three years the State of Washington will give us a title. Geceeeez.

We get back home and we check out the chassis of the other S-2 Europa race car which is up leaning against the house. There on the right rear part of the chassis about six inches in front of the mounting point for the rear suspension we find the VIN numbers. Whoa! They really do exist! So now we will have to scrape the paint off of that part of the chassis to see if we can find the VIN numbers. We are hoping that we do as that will save us a lot of grief, we think. If we find them, we will call the State Patrol back up to see what they say now. We will let you know how things turn out.

We are heading down to Portland over the 4th of July weekend for an autocross down there and we plan to meet up with former club member Don Erickson. Last month he shipped his Westfield Eleven along with nine

other people who shipped their cars over to tour Europe for two weeks. On the phone he said he drove 1,500 miles in those two weeks and attended Le Mans so we will give you a complete rundown on his adventures next month. Sounds like he had a great time.

See you at the Morrison's on the 8th and the WWABFM on the 22nd and the club picnic on the 29th.....



ROOM IS STILL AVAILABLE FOR TWO MORE PEOPLE AT THE CONDO ON THE BEACH FOR THE 1995 LOTUS FESTIVAL AT MONTEREY

\$50 per night, per person

Susan and Kenny have reserved for ELCC members two condominiums right on the beach of Monterey Bay and within walking distance to the wharf. One unit sleeps four and the other six (two on a hide-a-bed in the living room at a substantially reduced rate). All the amenities of home, TV, VCR, stereo, a complete kitchen with dishes, pots, silverware. Even a garage! What more could you want? Best of all it's less than half price of some of the room rates in Monterey over the same weekend. **Two openings are still available** on a first come, first served basis. Rooms must be paid in full in advance with no refund on cancellation. Sleeping bag space will be available one

all of the rooms are taken. So if you find yourself going down at the last minute and need a place to stay, bring your sleeping bag. Don't worry if your Lotus isn't running or you can't take it down there. Come on down. It's not too late to decide to go to the Lotus Festival, a once in a lifetime opportunity!

Call Susan or Kenny at 206-827-3223 to reserve your room now!



We are getting down to the wire. The Lotus Festival is a little more than a month away.

Many of you have called me with questions regarding this event and I will do my best to answer them. We will have a meeting at the annual club picnic on the 29th with the people that will be attending this event to go over questions, driving down, who's going, etc. I talked to Mike Ostrov the other night to get some answers to these questions.

What Do I Get For My \$40 entry fee? A t-shirt, program, group photo, goodie bag, parking in the Lotus corral, chance to win door prizes, able to attend banquets.

just for this event. Word has it that many Lotus enthusiasts from England will be attending the Lotus Festival. It is definitely not to be missed!

Please note the deadline of July 20th for registration. Unlike past years they will not have the luxury of being able to accept last minute entries and will be forced to enforce the late payment penalty. The Festival registration fee and costs for each of the events will be handled "a la carte". This will allow maximum flexibility for every participant. This is quite a change from past conventions where the registration fee covered all events. For an example: for one person attending the Festival, going to all the dinners and getting a three day pass to the races would spend \$275.

Lotus Festival Update

How Do the One Day, Two Day Passes for the Track to Watch the Races Work?

A one day pass is good for any one day, a two day pass is good for Sat & Sun only.

NO TRACK DAY, NO AUTOCROSS.

BANQUETS: They have recently acquired Stirling

Moss to speak at the Saturday banquet and are trying to get Tony Rudd and Graham Arnold as speakers.

LODGING: Susan and Kenny have reserved two beach front condos for \$50 per night per person for ELCC members attending the event. They still have room available for two persons. Call now.....

For those that will be driving down, Susan and Kenny will try to organize a caravan down there as there is safety in numbers. As of this writing the following ELCC members will be attending: Susan and Kenny, Alice Larson, Mike Standing Wolf, Craig and Signe Shuck and Steve Shipley. If you will be attending whether you register for the Festival or not, please let Susan or Kenny know. You can still attend the Historic races on your own. Susan and Kenny will be hosting an ELCC members party Saturday afternoon or Sunday evening at their condo on the beach. It's not too late to attend. Hope to see you there!

HISTORIC RACES TICKET PRICES ONLY:

1 Day	\$30
2 Day	\$50
3 Day	\$75

Advance ticket sales through the Festival or at the gate (cash only). Lotus Cars USA will be a significant part of the weekend and many race cars are being brought in

EVENTS (Events in Bold type are definite)

August 17 **Thursday evening, paddock party at Laguna Seca for Historic entrants.**

August 18 **Friday: HMSA Historic Races- Practice and qualifying Lotus Corral at track (400 car max) Lotus Hospitality Center Vintage Race Spectating Quail Lodge Italian Concours in Carmel Valley, (\$30)**

Dinner at the Monterey Aquarium Car Auction at DoubleTree Hotel, \$10

August 19 **Saturday: HMSA Historic Races Lotus corral & Hospitality Center Lotus concours at corral Lotus Track Parade Lotus Museum in Paddock Lotus Group Photo Lotus Banquet at Hyatt Car Auction at DoubleTree Hotel, \$10**

August 20 **Sunday: HMSA Historic Races Lotus Historic Racing Lotus Track Parade Lotus BBQ Picnic at track Pebble Beach Concours, Rolls Royce featured**

Group Lotus will be presenting a Lotus Museum at the Paddock.

I have been told that the Italiano Concours at Quail Lodge is not to be missed. Over 400 Italian cars were there last year and this year they have invited European and American vintage and classic vehicles of interest to display. 1995 features the designs of Italdesign & Giorgetto Guigiaro of any make (i.e. Esprits!). Open 9 am -4:30 pm. \$30 for spectators, money benefiting FOCUS (Friends of Carmel Unified Schools) & Rotary.

ELCC'S ANNUAL CLUB PICNIC



Saturday, July 29th

12 noon

at John & Nikki Daniels

6423 Chennault Beach
Drive, Mukilteo 348-3553

Upcoming
Events

July

Yes, it's that time of year again. Time for ELCC's perennial volleyball game showdown.



Something strange comes over the membership when they see a volleyball net.

Anyway, this is usually ELCC's biggest event of the year next to the Christmas party. Bring your appetite, ideas for upcoming events, your volleyball duds and most of all, YOUR LOTUS! We will discuss how things went at the WWABFM and what to change for next year. This will also be the last club meeting before the Lotus Festival so final plans will be made here for those attending. The next ELCC meeting will not be until the Vintage Races at SIR in September or whatever else is planned for that month. Members are asked to bring a side dish for the potluck BBQ. Burgers, hot dogs and beverages will be provided.

DIRECTIONS TO THE DANIELS HOUSE: From Northbound I-5 take exit 182, Alderwood Mall exit. From northbound I-405 proceed over I-5. Stay in left lane, do not go to the mall. At Hwy 99 make a right then the next left immediately at the signal onto Mukilteo Speedway. From southbound I-5 take the Everett Mall exit and proceed to Hwy 99 then right onto Mukilteo Speedway. At the second signal turn left at an ARCO gas station. Make a right turn at a sign that reads "Right lane must turn right." Go straight through the next stop sign and you are now on Chennault Beach ROAD. Take the second left immediately after the sign to get onto Chennault Beach DRIVE. Proceed down the hill and admire the view. Daniels house will be on the right painted Lotus colors, yellow with green trim.

DUE TO UNFORSEEN CIRCUMSTANCES, THIS EVENT MIGHT BE CHANGED AT THE LAST MINUTE TO DON & SHEILA ANDERSON'S HOME IN BELLEVUE. IF IT DOES YOU WILL BE NOTIFIED BY PHONE.

We have a new members to report this month so that you can add to your club roster: Robert & Kathy Scheib of Pasco owners of a 1972 Europa Twin Cam Special, pistachio in color. Wow, another T/C Europa! The contest of the most popular Lotus model in the club continues with the Elans and Europas running neck and neck. They found out about the club through Gerry Foley. This brings us up to 78. Welcome! Please add the following information to your rosters.

CARS TO ADD:

David Linderman, 1977 Esprit

CARS TO DELETE:

Al Starr, Elan M-100

NEW MEMBERS TO ADD:

Robert & Kathy Scheib, P. O. Box 3553, Pasco, WA 99302 Phone: 509-735-0304 1972 Europa Twin Cam, Pistachio.

BUSINESSES TO ADD:

Gerry Foley, Fiberglass specialist & repair, 8503 44th West, Tacoma, WA 98466 Phone: 206-565-2175

Randall Fehr Restorations, Specializing in Lotus repair and restoration, 30 South Horton, Seattle, WA 98134 Phone: 206-622-7469

Griot's Garage, Products for your Garage and Car, 3500-A 20th Street East, Tacoma, WA 98242 Phone: 1-800-345-57891 Free Catalog

Sunmark Upholstery & Sunroofs, Steve Bator, 11435 120th Ave NE, Kirkland, WA 98033 206-821-2400

1995 CLUB ROSTERS

Please report to the membership chairperson any errors, omissions, etc. regarding the roster so corrections can be published.

Membership Report

1995

Current ELCC membership: 78

LOTUS SALE, UP IN THE AIR, AGAIN.....

reprinted from Chapman's Report, GGLC newsletter

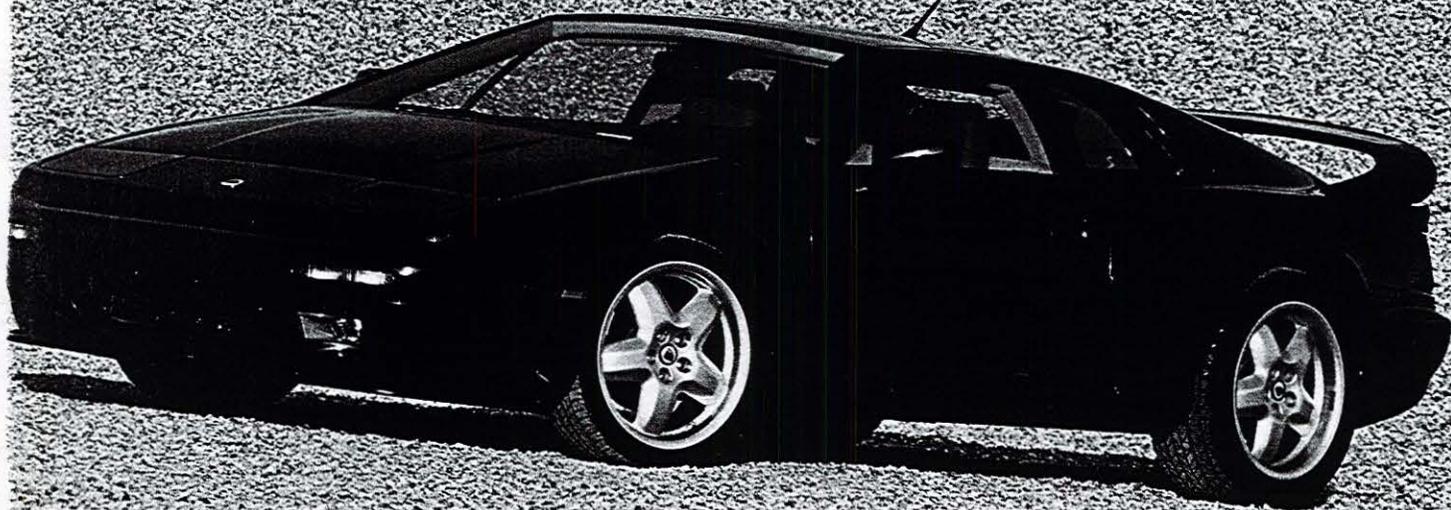
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The rumor mill continues and persists that Bugatti is unable to build cars to fulfill orders for the US and cars for other markets without the needed cash from the Lotus sale. Expect that unless Bugatti can start building soon that many of those orders for cars will vaporize.....meaning more trouble for the financially strapped company.

Stay tuned as the "Lotus Turns"



Strangely Effective



*Aging,
inhospitable and
shy a few
cylinders, the
Lotus Esprit still
runs with the
supercar elite*
by J.P. Vettrano

The Lotus Esprit outclassed all 911s, Corvettes and RX7s in the 1992 IMSA Bridgestone Supercar Championship. For one year, the Esprit and series champ Doc Bundy had the measure of Hans Stuck, Hurley Haywood and Peter Farrell, and every supercar extant.

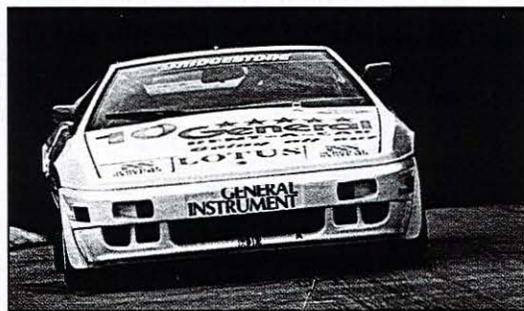
Esprits swept the top spots in the first two races of the '93 Supercar Championship. This emerging dominance prompted rule changes that added weight to the Lotus cars. Since the '93 season, the Supercar Championship has become more of a tuner series than a production car series.

"When the rules kept everything very close to production spec, we had an edge," Bundy says. "As they've gotten more liberal, our edge has gone away."

The Lotus Esprit S4S is a fast stranger in a strange land.

The Esprit Turbo has always qualified for supercar status, even if it has been an easy supercar to overlook. In the States, where stature is usually measured by displacement or cylinders, the Esprit has been Jack in a land of beanstalks and giants. It is fast, but atypical: cramped, uncomfortable, powered by a *four-cylinder* engine and—at least to popular perception—not built as well as supercars are supposed to be built. The Esprit succeeds admirably at going fast, but not much else.

Lotus has improved the Esprit regularly for 20 years, and the new S4S should enhance its



supercar credentials. The latest Esprit delivers some pleasant surprises, yet most of the shortcomings remain. As other supercars get easier to live with, Esprit's warts get harder to ignore.

In Hethel, England, the stewards of Group Lotus Ltd. are aware of the shortcomings of four-cylinder engines, if only from a marketing perspective. After years of development, Lotus has a 40-valve V8 that's nearly ready for production. Unfortunately, the company is in the midst of yet another change of ownership, and no product plan is certain. For now, the S4S will have to do—if a 300-hp, mid-engine car that reaches 60 mph in about 4.6 seconds must be considered making do.

TIM MCKINNEY FILE PHOTO

**In this rocket zone, the engine raises a howling fuss
barely 18 inches behind your head.**



**In bursts of full throttle a thought creeps into your mind. Is all that
boost going to blow the cylinder head through the engine cover?**

JIM FRENAK PHOTOS

Introduced in 1976, the Esprit was based on a show car from Giorgio Giugiaro's Italdesign studio. Through the years, the fiberglass body has been smoothed, tucked and adjusted to accommodate stronger bumpers, and it has lost none of its visual impact. The S4S is not for people who are bothered by attention. It's impossible to park one in a public lot without attracting stares. The new rear wing just makes it more obvious.

At 130 hp per liter, the inline four in the S4S has the highest specific output of any production engine in the

States—higher even, than many race engines. The power seems more impressive when you realize that this is basically the same 140-hp, 2.0-liter engine that powered the Esprit Series 1. Since '76 Lotus has found all that horsepower by increasing displacement 200 cc, increasing the valve size, installing turbos and adding intercoolers. The improvement speaks to the engineering talent at Lotus, if not the resources the company has had for developing new engines.

The S4S engine has larger intake valves than that in the current Esprit S4, and a larger Garrett turbo with 20 percent more boost (14.7 pounds maximum). The result is 300 peak horsepower at 6400 rpm and 277 lb ft of torque at 4100 rpm, or 14 and 6 percent

more than the S4, respectively. (Lotus calls that 300 hp "transient," or what is produced with optimum intercooler temperature. The company guarantees 285.)

From the second it turns over, the Lotus four shows some of the buzz-bomb temperament you expect in a 2.2 that makes 300 hp. On cool mornings, the S4S is reluctant to start, and there's no telling what might happen when it's *cold*. It idles at about 1200 rpm, or twice as fast as many current production cars, and still there is a pronounced lobe in the cam. When the motor is hot it doesn't want to idle at all.

Run through the gears in Esprit's Renault-supplied five-speed transmission, and several more things are clear. To accommodate the wide gear ratios, it's best to let the engine wind, even at part throttle. The shifter is accurate, but demands a lot of force on the lever. The clutch pedal is stiff. For all the power, the drivetrain is hardly the most impressive part of the S4S.

Almost as soon as the pavement curves, you learn where the Esprit's real strengths lie. After the first set of sweepers, or the second or third on-ramp, the recommended speeds on the yellow signs become reminders for automotive riffraff, not you. It's obvious by now that the chassis moves the Esprit into supercar territory.

The steering is magnificent. It is perfectly precise, and so satisfying in the sensations it feeds through your hands that few will believe it relies on any mechanical assist. It

does, but that's evident only when the engine stalls (which it can do under deceleration) and the steering boost goes away.

Load the S4S into a cloverleaf and it understeers a bit. The inclination is to lift, but if you keep the power on and dial in a tick more steering, the car bites down and powers through the curve. Powerslides don't come naturally to the S4S, though it will accommodate them with the turbo wound up in second-gear corners. The steering holds the tail, and a brief reduction in throttle will pull it back, without fear that a sudden weight transfer will send the car into a loop.

The Esprit S4S is as friendly when it's driven hard as any car we've encountered. It's not just the fluid transitions or extraordinary balance, but the way it blossoms when it's pushed. The danger is that the driver's esprit can cloud judgment. In the Lotus Esprit, restraint is difficult to muster.

For a car that draws so much attention when it's stopped, or motoring down an empty street, the Esprit S4S is apparently difficult to see in traffic. It sits so low that it is hidden by a Dodge Neon the way a Honda Accord might be hidden by a pickup truck. On roads crowded with minivans and Roadmaster wagons, the S4S gets lost. Other drivers regularly change lanes or turn in front of it, only to notice the Esprit after they are committed. Self-preservation depends on anticipating the behavior of oth-



ers, and driving the S4S in traffic demands as much attention as riding a motorcycle. Indeed, the Lotus may be more demanding, because a motorcyclist benefits from unrestricted vision in nearly every direction.

The Esprit provides no such advantage. The windshield is small, and the A-pillars rest squarely in the forward field of vision. Two of the three mirrors are obstructed; on the driver's side, the outside mirror is split by molding that separates the fixed triangle of side glass from the portion that rolls

faux carbon fiber trim in the S4 has been replaced with walnut. The dash and most of the doors are covered with rich leather, and even the plastic kick panels look good.

Ride quality, too, is a small surprise. The S4S takes its suspension geometry from the Europe-only Esprit Sport 300, but springs and shocks are dialed back a little from full-sport settings. Don't think that it's soft. On a freeway with repeating tar strips, the S4S can get bouncing in a harmonic wave that starts your cheeks shaking. But over bigger

which isn't exactly sonorous. In bursts of full throttle, amidst the excitement of managing all the power, a thought creeps into your mind: is all that boost going to blow the cylinder head through the engine cover?

No way, says Arnold Johnson, vp of tech service at Lotus Cars USA. Johnson insists the S4S engine is as durable as any production car's, and he has only one thing to add: "I always read that it's 'over-stressed,'" he says. "It's not. I worry less about the engines than anything in the car."

Fine. But Johnson agrees that everyone would love an engine that's smoother, with a broader torque curve. That's why Hethel developed the V8.

Johnson could not confirm reports from England that say the engine displaces four liters and produces 350 hp. It could be installed in the '96 Esprit. Group Lotus' ambitious product plans include a mid-engine Lotus Seven successor, with a target price of \$25,000. Plans for a 2+2 have been dropped. The luxury coupe was favored by Bugatti and never embraced in England.

Bugatti is in the process of selling Group Lotus, of course. The buyer is an Italian group backed by the Benetton family, called 21 Invest. But until the deal is done, the managers in Hethel are handcuffed.

It is said that good chassis tuning takes more brains than money. Group Lotus has

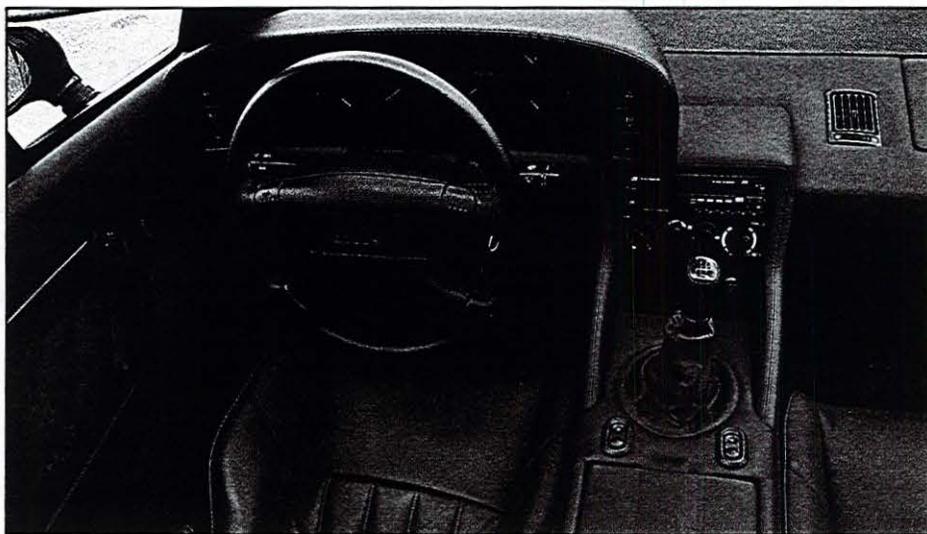
the brains. Yet brand new platforms and powerplants require raw cash. Lotus can't fix problems inherent in the 20-year-old Esprit without more money. More money won't come before new owners stake their claim.

For the time being, the S4S is the ultimate Lotus. If a driver is committed to finding the Esprit's strengths, its weaknesses may not be a big deal. The cramped cockpit and

bad ergonomics and little engine—all can be overlooked.

The trouble for Lotus is that, nowadays, there's no need to make such compromises just to go fast. There are supercars that are no more finicky or demanding or compromising than mainstream sedans. The Acura NSX is the prototype, but the new Porsche 911 fits this mold. Even the Ferrari F355, the latest from the eccentrics in Maranello, is much more accommodating than the S4S.

Some drivers still consider eccentricity a requirement in supercars. They see difficulty as a badge of honor. Those people and the S4S are perfectly matched strangers. ■



down. The rear glass is tiny, and the limited scope of the rearview mirror is significantly reduced by the rear wing. The driver sees nothing more than 20 feet behind the car.

The view out is only the first in a series of design problems. The S4S is one of the most difficult cars in the world to get in and out of. There's no convenient place to grab when you flop in, and there's less than a foot of vertical space between the seat bottom and steering wheel. The driver's footwell is too narrow and the pedals are too close together. There's no dead pedal—not even a flat spot on the wheel well—to brace against in hard turns.

Most of the switches are well-placed, but nice details get overwhelmed by the difficulties. The tiny buttons on the Alpine radio are woeful. Most of the new, larger gauges in the S4S are easy to see, but the script makes them difficult to read. The seats provide good support, but the wide center tunnel and lack of elbow room restrict arm movement. And with the rake of the front glass, some drivers brush their forehead on the sun visor.

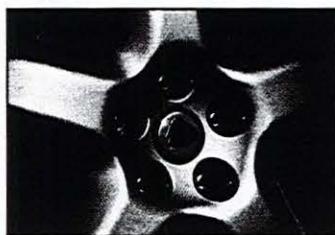
With so much to gripe about inside the S4S, it's ironic that some of the biggest improvements are found in the cockpit. The interior is rattle-free, and the finish is better than Lotus cars have conditioned us to expect. There are two airbags now, and the

bumps or deeper pot-holes, it is unexpectedly compliant. The suspension works without loud clunks or harsh reactions through the body, and the body itself is solid. In short, the S4S is built better than Lotuses past.

The brakes work as they always have. Vented 12-inch rotors and Brembo calipers deliver tremendous stopping power, but the pedal requires so much force that when it's first applied it seems the car doesn't stop very well. Then there's that warhead mounted longitudinally over the driver's right shoulder. The Lotus four is weak down low. The turbocharger spools up between 2500 and 3000 rpm, and although the rev-limiter comes on at 7300, the engine starts losing steam at about 6500. The throttle is something like an on/off switch, and you're left with maybe 4000 rpms of turbo-induced rush.

In this rocket zone, the engine raises a howling fuss barely 18 inches behind your head. The exhaust note is drowned out by mechanical noise from the valves and turbo,

The finish is better than ever, but the Esprit S4S cabin is still cramped, and not very friendly to the driver. Dual airbags are now standard, as are 17-inch OZ wheels with 40-series Goodyear Eagles.





LOTUS CAR CLUB OF B.C. *TRACK DAY*

Saturday, September 9th
Mission Raceway, Mission, B.C.

Located just east of Abbotsford, B.C.

Entry fee: \$75 US

Entry deadline: Sept. 1st

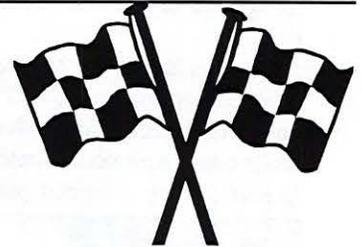
Upcoming Events

September

Well, leadfoots, here is your chance. All of you who have been wanting a Lotus only track day so you can drive your Lotus fast, this is it. Mission Raceway is only a two hour drive from Seattle and is easy to get to. If you trailer your car there is no problem crossing the border at Aldergate as lots of racers cross there to go to Mission. Of course, this event is by pre registration and pre payment only. At least 20 drivers are needed to make this event happen. If the event is cancelled due to the lack of drivers needed, your money will be refunded. No refunds if change your mind and you do not show up. Kenny has probably contacted most of you who expressed an interest in this kind of event. More information will be in the next issue along with maps and times.

FOR MORE INFO CALL KENNY AT 206-827-3223

ELCC'S *DAY AT THE RACES* & CLUB PICNIC



September 10th, Sunday SIR

Fellow club member Bob Bentler wants ELCC members to come on out and sample some fine vintage racing at SIR and to watch him race his 23. We hope that he will organize this event for the membership. More information in the next issue of LOTUS LINES.

SNOHOMISH CAR SHOW

September 24th, Sunday

Kenny, Susan and Bob Crichton went to this event last year and had a great time. With Bob's seven as the only Lotus there it drew a lot of attention. Lets try to get more Lotuses out there this year. Susan and Ken will be bringing their Elan and Europa. There is lots to do there since the car show is right downtown. Lots of shopping, food and the Historic Home tour is also going on concurrently. More info in the next issue of LOTUS LINES.

WESTERN DRIVER

An Update of the Classics

Larry Paris

How does one update a classic, or, for that matter, create a 'new' classic?

Well, it may be able to be done, depending on one's definition of a classic.

Although the term suffers from overuse, classics serve as a standard of excellence with which other things can be compared. Inherent in this definition is an enduring or traditional quality, something which clearly passes the test of time, and allows the original to look (or sound), just as good as it did originally.

For an enthusiast, "classics" refer to cars which set new benchmarks in design or performance (or better still, both), and years later are still recognized for their traditional qualities.

Some, have done so over long production runs (Porsche 911 variants, Alfa Romeo Spider, Morgans), while others have concentrated their impact to only a limited period of

time.

Either way, today the classics are unfortunately from the past. Or are they?

Can a newly-introduced car qualify as a classic? Can a classic automobile be updated or refreshed, and yet retain its enduring classic qualities? Or can an original from the past be reborn in a new age?

The continued retro-styling exercises of the past few years seems to indicate that the major manufacturers are still thinking along these lines. For example, the recent unveiling of the Chrysler Atlantic concept car seems to indicate a continued interest in the classics.

But perhaps the most obvious parallel between past and present is the Lotus Elan/Mazda Miata duo. When introduced, the Miata elicited comparisons with classic sports cars, particularly with its partner-in-time, the Lotus Elan—a car that had more than just a passing influence on the design of the Miata.

So does a Miata pick up where the Lotus Elan left off?

Well no..., not really—to admit that would be contrary to the definition of a classic. How can a new car have passed the test of time? It should also be noted that the Miata utilized a tried and proven format, whereas there was always something innovative (though not necessarily dependable) about Colin Chapman's cars.

Another problem also exists—a quandary actually—and that is defining in automotive terms what type of automobile a "classic" actually is.

Sports, vintage, collector, enthusiast, sporty, performance, musclecar, these, and others, are all terms that apply to classic automobiles.

The most synonymous term is sports car, and yet it may be the most difficult to define. So, what is a sports car, or perhaps more appropriate to the question of *nouveau* classics, what was a sports car, and are the two even remotely similar?

I recall about ten years ago that this debate was vigorously reviewed in enthusiast magazines. In one article in particular were definitions as they were presented in the late 40s and early 50s when interest in sports cars surged in North America.

One of the first mentioned was in a fact-filled and detailed collation of a 1948 survey completed by members of the Sports Car Club of America. It professed that: "A sports car is a car between a racing car and a production type. We do not believe the term can be defined more closely than this."

Maybe these club members were a good bunch of drivers. Maybe



Above: The '94 Mazda Miata—classic or imposter?

The Lotus Elan, labeled the "ideal sports car".



some of the respondents became very good politicians.

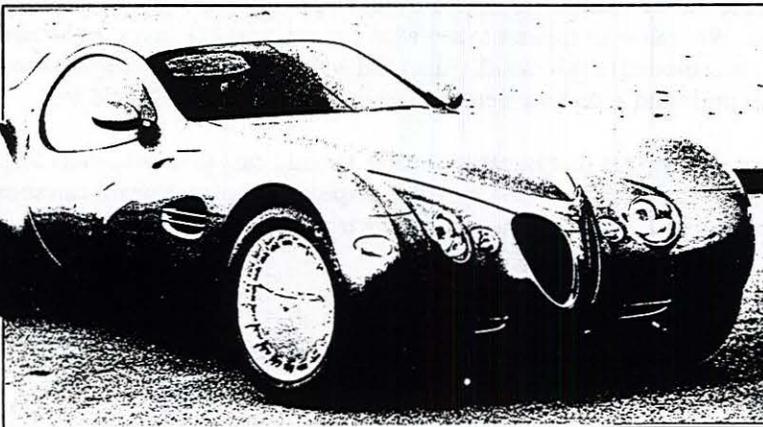
Next up was this gem from Tom McCahill in his 1951 book *Tom McCahill on Sports Cars*: "A sports car, this writer feels, can best be described as a state of mind."

How does one insure a state of mind? A simple definition of a sports car appears somewhat elusive.

By 1954, Austin L. Conley began to get close with the following: "The term 'sports car' means different things to different people."

I concur—now just imagine the problems in defining what a *classic* car is.

Chrysler Atlantic concept car—a throwback to pre- and post-war days.



Conley continues: "Some think of it as being a small, sleek, racy-looking foreign car... when we speak of sports cars, we mean cars that are specifically designed for high-quality performance, serving in dual capacity—competition and transportation."

Right on, Austin.

The classifications continued in somewhat muddled ways to try and define what a sports car was, but ended on this rather positive note from Charles Lam Markmann and Mark Sherwin in their 1989 book, *The Book of Sports Cars*.

"A sports car is an automobile designed for the enthusiast to whom pleasure is its paramount potential: pleasure in its performance and pleasure in its design. It is, in short, a car that is meant to be driven to the race, in the race, and back home from the race..."

This definition holds the key to the quandary of the term "classic automobile".

"Pleasure in its performance and pleasure in its design", clearly defines what an enthusiast expects from a sports or classic car. It is however, still sufficiently wide in its interpretation to allow for subjective and individual tastes.

So does the Miata pick up where the Lotus Elan left off? Is the Miata merely an updated classic?

It is certainly a fun car to drive, one that fits all the classic definitions of a sports car. Today there are probably just as many, if not more, Miatas racing as there were Elans then. But, it is not a benchmark in the way Colin Chapman's cars were, yet few of the sports-car faithful would argue about the pleasure of its design or performance.

So, a solution exists to the classic car paradox, if a sports car *is* what a sports car *was*.

Simply ignore time, and with this removed from the equation, a classic car can then be both old and traditional, or contemporary and updated. Instead, simply focus on the pleasure of performance and design—I think we can all manage that. ☺

We have new members and one former member 99302 Phone: 509-735-0304 1972 Europa Twin Cam, rejoining to report this month that you can add to your Pistachio.
 club roster: Robert & Kathy Scheib of Pasco owners of Ed Harrison, 14250 40th Ave. N.E., Seattle, WA
 a 1972 Europa Twin Cam Special, pistachio in color. 98125206-361-0737, 1985 Donkervoort Super Eight
 Wow, another T/C Europa! The contest of the most popular Lotus model in the club continues with the
 Elans and Europas running neck and neck. They found out about the club through Gerry Foley. Ed Harrison reupped in April. This brings us up to 79. Welcome!
 Please add the following information to your rosters.

CARS TO ADD:

David Linderman, 1977 Esprit

CARS TO DELETE:

Al Starr, Elan M-100

NEW MEMBERS TO ADD:

Robert & Kathy Scheib, P. O. Box 3553, Pasco, WA

BUSINESSES TO ADD:

Gerry Foley, Fiberglass specialist & repair, 8503 44th West, Tacoma, WA 98466 Phone: 206-565-2175

Randall Fehr Restorations, Specializing in Lotus repair and restoration, 30 South Horton, Seattle, WA 98134 Phone: 206-622-7469

Griot's Garage, Products for your Garage and Car, 3500-A 20th Street East, Tacoma, WA 98242 Phone: 1-800-345-57891 Free Catalog

Sunmark Upholstery & Sunroofs, Steve Bator, 11435 120th Ave NE, Kirkland, WA 98033 206-821-2400

1995 CLUB ROSTERS

Please report to the membership chairperson any errors, omissions, etc. regarding the roster so corrections can be published.

Membership Report

1995

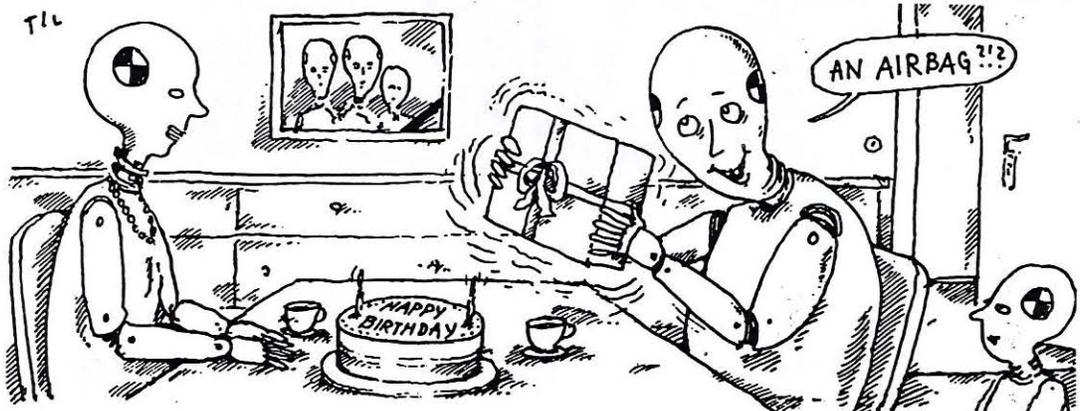
Current ELCC membership: 79

LOTUS SALE, UP IN THE AIR, AGAIN.....

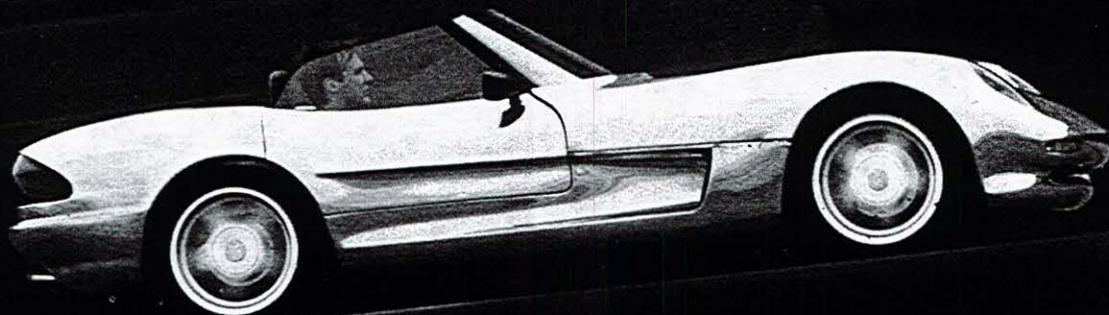
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COVER STORY



Glory Gets a Body

*Caterham wraps its wonderful 7
in a sleek skin and casts it like a lure*

By Mark Gillies

The building of sports cars is a cottage industry in Britain, and it's an industry that survives in a state of constant, lovely bloom. Just when you've marveled at the latest creation from, say, TVR, up pops another, from Marcos or somewhere else. There's no shortage of interesting, creative and often eccentric cars, from the three-wheeled Reliant to Gordon Murray's tandem-seat, cycle-fendered Rocket. These cars amuse us with their shapes, amaze us with their performance, and tantalize us with promise. But maybe hope would be a better word. You look, you long, and you ask: Will I ever be able to buy one? Will I ever even see one?

Sometimes, in kit form. Morgan Plus Eights for instance. Or the thrilling, joyful, cares-to-the-wind Caterham 7. And now, again from Caterham, comes a full-bodied 7. It's called the 21, in honor of the com-

pany's 21st birthday. The commitment to export the car to America has not been made yet, but the indications are that it will indeed go west, if only in a kit like the 7.

It is a downright stunning car, if for no other reason than its gleaming aluminum prototype body. Its design stands as testimony for the argument against massive design departments. Its shape was fueled by the passion of the sprinkling of designers trained in-house.

By enveloping the basic chassis of the 7 with real doors and attaching a usable trunk, Caterham has found a reply to all those excuses for not buying a 7—a car, which for all the visceral thrills it delivers, is too cramped, too noisy and too retro. The 21, in addition to offering refinement, lockable cargo space and decent protection from the elements, retains the 7's dynamic virtues. And it looks as distinctive as any sports car on the market today.

Sketched by Iain Robertson, the shape

was carved from polystyrene at the home of technical director Jez Coates. Its compound curves and rakish lines announce what's new, but also hint at the old. The car looks sensational in polished alloy, although by the time it goes on sale it will be clad in fiberglass. Alloy will still be available, but at a price well above the projected \$30,000 base.

In true cottage-industry tradition, there are bits and pieces borrowed from other production cars. The taillamps are Ford Mondeo, and the Vauxhall Astra contributes the inside door releases. The side-view mirrors are from the Rover Metro while the turn signals are lifted from Suzuki's Cappuccino.

Under the shell there's a modified 7 space frame that's about five times stiffer, mainly because of tubing in the sill area that "massively increases beam and torsional strength," according to Coates. A crushable structure will also be incorporated at the front, but despite these changes, Coates believes that the composite car will be just 110 pounds heavier than the skimpy 7. (The alloy prototype is 175 pounds heavier.)

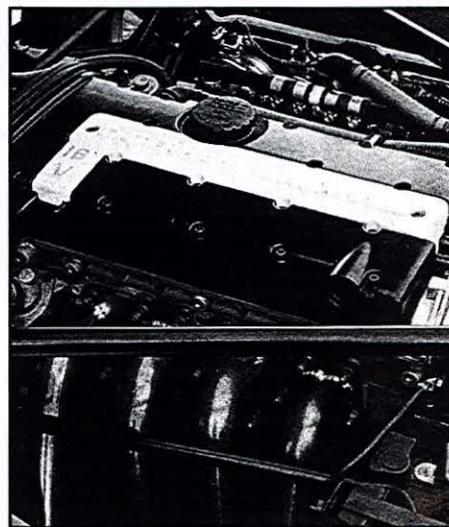
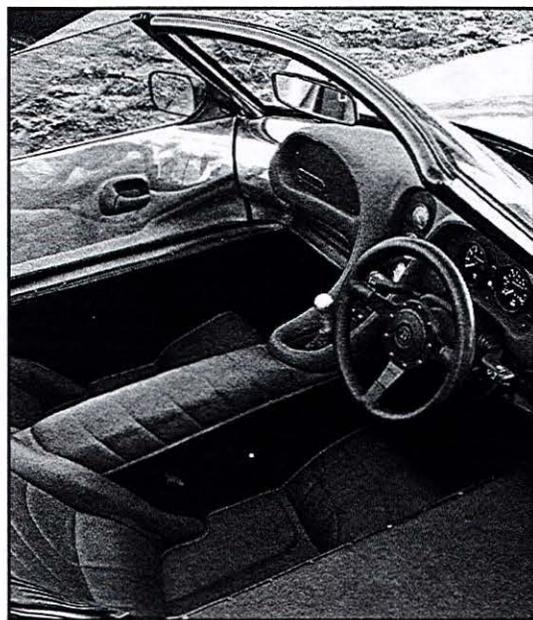
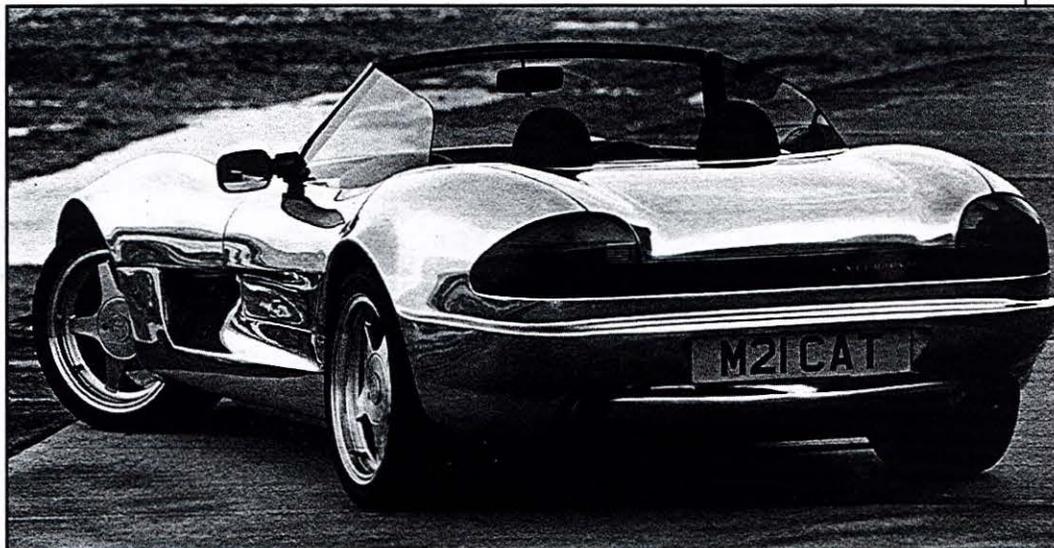
Otherwise, the 21 is the same as the 7, with double A-arms at the front and a DeDion rear end, as well as a number of engine/gearbox packages. The prototype uses Caterham's six-speed gearbox and a 250-hp Vauxhall 16-valve 2.0-liter engine. Called the JPE, the Vauxhall engine in

pumped-up prototype trim is too dirty to meet U.K. emission standards. As a result, the engine choices in the production models will be less heady, starting with a 135-hp 1.7-liter four-cylinder Ford as a base powerplant. A 1.8-liter version of the Rover K four-cylinder producing 150 hp is being considered as a step-up. For now, the top engine will be the 165-hp Vauxhall 2.0-liter HPC four-cylinder, currently used in the 7. Once the supply of those engines is exhausted (Caterham is said to have about two years of inventory), a 2.5-liter V6 Rover rated at 170 hp might be the solution. Certainly the revised front structure is wide enough to accommodate a larger engine. Transmission choice will be limited to either a five- or six-speed manual.

While the mechanicals are basically the same as the 7, the new body affords the 21 a much nicer interior. For one thing, it's stylish, having elegant, sweeping architecture and a neat console arrangement. Second, there's a lot more elbow room. And if you should choose to rest that elbow atop the door, you certainly feel more secure knowing that joint sits atop a conventional door with inner and outer skins as opposed to the simple single sheet of aluminum that comprises the side of the doorless 7.

Finally, the seating, low and reclined, is in the consummate Lotus position—same as the 7 by way of Jimmy Clark's Lotus 25. With an adjustable steering column, it's easy to get comfortable behind the wheel, although the pedal box is confining, as in a racing car. Still, connected as you are to the road, you don't get wind-blasted like you would in a 7; the 21 is remarkably free of buffeting.

Though the car is heavier than a 7, it still steers, stops and goes quite beautifully—although it's less sharp than the 7, which is awesome over twisting roads. Both cars share that wonderful British feeling of a spirited drive. The 250-hp prototype accelerates like a big-block Corvette and makes enough noise to drown out a Rolling Stones concert, although this isn't representative of what the production car will be like. But even the 135-hp 21 should be able to hit 60 in less than seven seconds, thanks to the curb weight of just 1500 pounds. Models equipped with the 165-hp Vauxhall HPC



In the best cottage-industry tradition, the 21 (top) uses Mondeo taillights. Snug, leather-clad interior (above) is actually roomier than the 7. Sleek alloy skin (center) will be replaced by fiberglass in production trim, while the 250-hp 16-valve 2.0-liter Vauxhall four-cylinder (right) will be supplanted by cleaner, less-powerful engines.

powerplant are estimated to turn the trick in just over five seconds.

Although aerodynamics is a new field for Caterham, the 21 is bound to have a higher top speed than the 7, which has the wind-cheating propensities of a skyscraper. But top-speed thrills are a bonus, not the reason for being.

The prototype has race-car suspension settings, so it loses composure over ruts in return for a ride that's flatter than a speeding locomotive. Anyone who has ever driven a 7 will vouch that its brakes

feel like a competition car's compared to the mush that many others serve up. The 21 is no different.

Here's a car that carries all the 7's dynamic virtues without having to make excuses for all the 7's failings. If Caterham can sort out the heating and make the top work, then it should have a winner. But only a small-scale one, because the maximum output is planned to be just 200 of these jewels a year. And if we're lucky, just maybe, it will appear on your street.

Never give up hope. ■



NEWS RELEASE

LOTUS SET THE PACE AT THEIR DONINGTON DEBUT

The Donington round of the Global Endurance GT Championship was the curtain raiser for the return of a works Lotus sportscar entry into international motorsport after an absence of 26 years.

The Lotus contender, an Esprit Sport 300 GT2, is being entered into a limited race schedule during 1995 as a part of a comprehensive development programme in readiness for a full campaign for championship honours in 1996.

Just eight laps of the first qualifying session were enough to demonstrate the Esprit's race winning potential as it claimed the provisional GT2 pole position.

F1 driver Alessandro Zanardi stunned the established teams with a lap of 1:36.716 which placed the Lotus 7th on the grid splitting the bigger GT1 cars and almost 2 clear seconds ahead of the nearest GT2 contender.

The final qualifying session confirmed the Esprit's pace as Zanardi and his British team-mate, Alex Portman retained their position at the head of the GT2 field amongst the bigger engined GT1 cars.

"Obviously we're delighted with pole position at the car's first outing but 4 hours is a long race for a brand new car amongst such an established field", commented Ian Foley (Technical manager).

Zanardi drove the first of the 4 hours quickly moving the car through the field and setting the fastest GT2 lap of the race en-route.

With Alex Portman at the wheel for the next session the Lotus retained its class leading position as GT1 and GT2 contenders suffered mechanical problems.

For the last sector of the race the patriotic supporters enjoyed Zanardi's demonstration of consistent, smooth and fast driving as the Esprit continued its climb up the leader board into a comfortable 4th place behind the remaining 3 competitive GT1 McLarens and ahead of the GT2 class by a clear lap.

Less than eight minutes from the end of its first 4 hour race the team's hopes of a maiden victory were dashed when Zanardi coasted the car to a halt as the gearbox suddenly and dramatically failed.

"We always knew the car had the potential to win races," commented a bitterly disappointed George Howard-Chappell (Team manager), "but I guess there's a few more people now know that as well. It would have been great to go back to the Hethel factory with another trophy to add to the Lotus collection but we did set GT2 pole, fastest GT2 lap in the race, we split the GT1's and we headed the GT2 field for virtually the whole 4 hours".

"And there's plenty of development left in the Esprit yet", added Ian Foley, "and now that we know we can win races we are determined to be at more rounds of this year's championship".

For the record, the Lotus GT car also set the 4th fastest race-lap overall, and completed more racing laps than half of the eventual finishers.

FOR SALE**FOR SALE****FOR SALE**

FOR SALE: 1979 Commemorative Edition Esprit #010: 40,000 miles, Delorotos, stainless steel headers, Halon Fire suppression system. Epsilon wheels on car with original wheels and Dunlop tires, also. Mechanically excellent, new front lower control arms, bushings, shocks, bearings and brake rebuild. New rear shocks and brakes. Also have original carbs, intake manifold and exhaust system. Needs cosmetics & paint. \$12,500 OBO. Call Maury 206-391-5359.

FOR SALE:

1969 Elan S4: Weber head. Many new parts, stainless steel fuel loom, brake line and clutch line. Brake rebuild, caliper rebuild, new muffler, stainless steel exhaust, new soft top. Needs fiberglass work and paint. \$12,500. Call Maury at 206-391-5359.

FOR SALE:

1972 Elan 130S+2: Stress free body in Ferrari Red, big cam 1600cc engine, twin Strombergs, four speed gearbox. All original details, data plates, marks, etc. AM/FM cassette radio, Smiths gauges are in order. Rebuilt from ground up in 1981-82 with goal of restoring everything to original (except paint color). Concours winner in class. Owner transferred to England in 1983, car left in Georgia, routinely driven thru 1986 then stored without preparation. Interior very good, wood laminate dash cracked but serviceable. Asking \$10,000. Contact Jeff Lynch at 206-363-3208.

FOR SALE!! BEST OFFER!! MUST SELL!!

1974 Porsche 914 Good condition except left front corner has been forcibly moved back about 10 inches. Good glass, so-so interior, good tires on rare factory mags. Five speed transmission, 1.8 liter engine with Webbers. Everything works and the car can be driven enough to deliver. I have located a '71 body if you are interested. Call John at 206-440-2224 days or 206-348-3553

FOR SALE: 1976 Elite, body good condition, new brakes, motor rebuilt 14,000 miles ago, twin Dellortos. White w/brown/beige interior. Extras include spare motor, original carbs & manifold, stock mag wheels. Asking \$7,000 but will consider any realistic offer. This car needs a home. Call Patrick Pasky at home (360)332-1536, mobile (360)319-0240 I am not home much because of my job so please leave a message and I will get back to you.

FOR SALE: 1974 Elite, needs good home because I am moving soon and I won't have room for it. Mostly rebuilt mechanically. Transmission needs second gear repaired. I've got the parts, just not the time. Call me for more details, best offer over \$3,000. Jim Taylor, 232-2237, eves or leave message.

1966 Elan S-2 Roadster Why wait for a Bugatti when you can get the world's best kept secret. My Elan! This vehicle is very responsive to drive with the original chassis and Weber head engine. Car is 'all' a gorgeous, arrest me red. It is equipped with pin drive knock off wheels. Same owner for the past 10 years. Recognized at the 1993 Lotus Convention as Best in Class Elan at the concours. A good value at \$23,000. If you can't buy it, find me someone who can! Call Steve at 823-9184.

FOR SALE: 1976 Lotus Elite, second owner, 55,000 original miles. Solid engine, new clutch, new XGT Michelin tires. Needs interior restoration and brake repair. Air-conditioning, electric windows, Blaupunkt Stereo w/tape player. Asking \$3,000 or best offer. Call Bjorn Svae at 286-5889.

FOR SALE: 1980 RX-7, original owner, 176,000 miles. Light metallic blue, black interior. Very good condition. Everything works on this car except for the motor. It's worn out! Good tires and brakes, new battery, bra, smaller steering wheel. Lots of trick parts on it: factory racing limited slip diff, Konis, lowered competition springs, bigger front and rear sway bars, quick ratio steering box. Great autocross car and daily driver. It even has race car potential. All you have to do is drop a motor into it. I have too many cars now and need to make more room for my Lotuses. \$2,200 or best offer. Call Kenny at 206-827-3223 eves and weekends.

Newsletter of the Evergreen Lotus Car Club



Lotus Lines



**P. O. Box 40481
Bellevue, WA 98015-4481**

**FIRST CLASS MAIL
PLEASE EXPEDITE**

July/August 1995 CALENDAR OF EVENTS

July	August	September
S M T W T F S	S M T W T F S	S M T W T F S
1	1 2 3 4 5	1 2
2 3 4 5 6 7 8	6 7 8 9 10 11 12	3 4 5 6 7 8 9
9 10 11 12 13 14 15	13 14 15 16 17 18 19	10 11 12 13 14 15 16
16 17 18 19 20 21 22	20 21 22 23 24 25 26	17 18 19 20 21 22 23
23 24 25 26 27 28 29	27 28 29 30 31	24 25 26 27 28 29 30
30 31		

UPCOMING EVENTS

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|---|---|---|
| <p>JULY 8 GENERAL MEMBERSHIP MEETING 1 pm at Dan & Sharon Morrison's home in Snohomish, 6520 152nd Street S.E., 337-0216</p> | <p>JULY 23</p> | <p>PACIFIC RIM MEET, Waterfront Park, North Vancouver, B.C. LCC OF BC along with Austin Healey Club and Corvette Club of BC. \$10 fee per car. Call Hugh McLellan at 604-986-1757 for info</p> |
| <p>JULY 8/9 Norm Thompson Historic Races at PIR in Portland — Lotus corral</p> | <p>JULY 29</p> | <p>ELCC'S ANNUAL CLUB PICNIC— NOON at John & Nikki Daniels home in Mukilteo. 348-3553 6423 Chennault Beach Drive</p> |
| <p>JULY 15/16 SCCA SOLO II National Tour — Boeing, Kent.</p> | <p>AUGUST 19/20/21</p> | <p>1995 LOTUS FESTIVAL at the Monterey Historic Races, Laguna</p> |
| <p>JULY 21/22/23 WWABFM
Bellevue Community College Friday night Cocktail Party w/door prizes, Saturday car show, swap meet, vendor display. Sunday tour with picnic. Call Susan or Kenny for more information. 827-3223</p> | <p>SEPT. 2/3</p> <p>SEPT. 9</p> | <p>ABFM at Portland International Raceway</p> <p>LCC OF BC TRACK DAY
Mission Raceway, Mission, BC</p> |