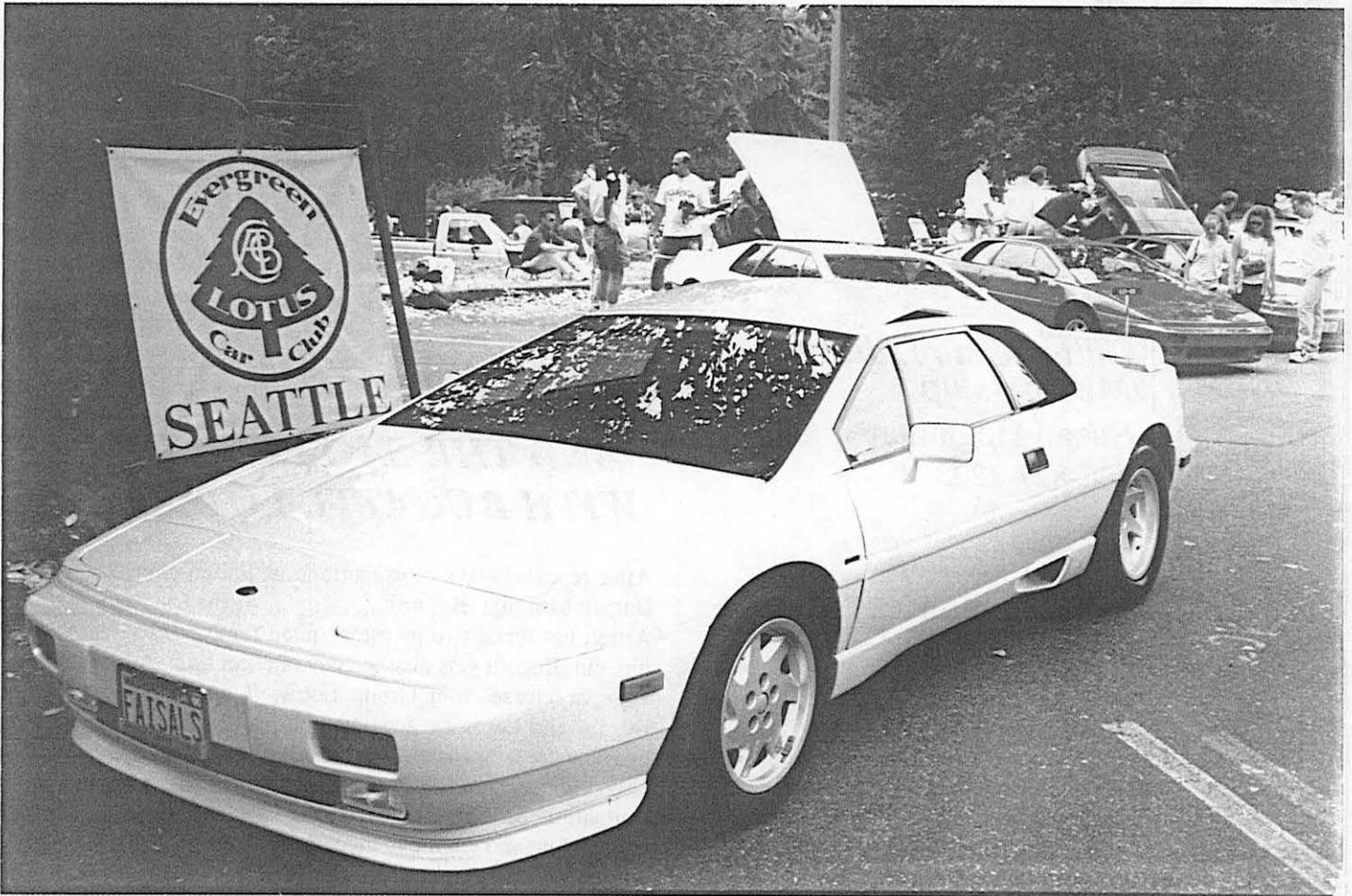


Newsletter of the Evergreen Lotus Car Club

Lotus Lines

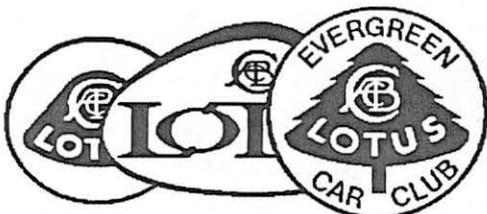


SEPT/OCT 1995
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Lotus Lines

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**

ROSTER UPDATES

Please add the following members to your ELCC roster:

- Stan Murray** 7659 Day Road, Bainbridge Island, WA 98110
360-842-4300 1957 Eleven
 - Faisal Jaswal** 17805 N.E. 25th Street, Redmond, WA 98052
206-869-8950 1988 Esprit Pearl White
 - Steven Gilbert** 8232 14th Avenue N.E., Seattle, WA 98115
206-527-0926 1991 Esprit Pearl White
- WELCOME TO ELCC!!**

Please delete/add the following Lotus:

- Delete 1967 S-2 Elan DHC, Red from- Steve Bator
- Add 1967 S-2 Elan DHC, Red to- Greg Whitten

Current ELCC membership: 82

**AND THE SAGA CONTINUES
WITH BUGATTI, LOTUS AND ?**

After repeated stays of execution, an Italian court has declared Bugatti bankrupt. But wait.....At the last minute Romano Artioli has found two investors, good for 20M GBP each, to bail him out. Bugatti gets another stay of execution. But, according to a press release from Group Lotus, it does not matter. Since Bugatti and Lotus are separate companies, Lotus is not affected by whatever happens to Bugatti. Lotus is strong and healthy. Group Lotus is reportedly spending a lot of money on a recruiting campaign for Lotus Engineering, particularly in powertrain engineering and engine management systems. Lotus is thinking about racing the M111 (the new Elise) in a one make series in both Europe and the U.S. The European series is to counter the proposed Renault Spider and the U.S. series is reportedly intended to speed the introduction of the car. The Elise will go on sale the Fall of 1996. Questimated U.S. price: \$48,000. To much for me! Reportedly Lotus took order deposits at the Frankfurt Auto Show to a tune of \$4.2 million dollars! WOW! The car can be ordered in race trim. Make that mine!

ON the COVER:

photo by Susan

Newly rejoined ELCC member Faisal Jaswal's pearl white Esprit at the WWABFM this past July. We had a great turn out! Let's get more Lotuses out next year!

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.

"Lotus Lines" is published bi-monthly by the Evergreen Lotus Car Club, P. O. Box 40481, Bellevue, WA 98015-4481. Subscription is \$30.00 annually for non-members. ELCC annual membership dues are \$20.00. Write to PO Box below for more info.

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Statements appearing in the Lotus Lines are those of the authors and do not necessarily constitute an opinion of the Evergreen Lotus Car Club, Club Officers or the "Lotus Lines" Editor. The Editor reserves the right to edit, as necessary, all material submitted for publication. Submissions to Lotus Lines are accepted. Please forward them to: 13020 N.E. 80th St., Kirkland, WA 98033-8223. All materials must be received by the 15th of the preceding month. Permission to reprint any material published herein is granted provided full credit is given to the "Lotus Lines" and to the author. ELCC is not responsible for any services and/or merchandise advertised herein.

GENERAL MEMBERSHIP MEETING

Saturday, Oct. 28th, 1 pm

Upcoming
Events

October

at the home of Bob & Shari Crichton
14529 Broadway (99th) S.E.
Snohomish 360-668-6841

Call for directions to the Crichtons.
(the Halloween party scheduled for this day has been canceled)

If you are interested in the future of ELCC especially 1996, plan to attend this meeting. Discussions will be on the seeking of new officers for next year and planning of events for next year. None of the current officers are planning on continuing their current duties for next year. Susan and Kenny have been leading the club for the past three years. New bodies, new ideas are now needed. If no one comes forward the club will no longer exist. No dues renewals, no newsletter, no nothing. The following positions are open:

CHAIRMAN: Responsible for the club's operation. Makes decisions, delegates, writes column for the newsletter, attends all club events possible, attends meetings outside of club that are of particular interest to the club, makes sure events happen along with newsletter being published. Makes sure club members are getting their \$20 worth. Votes on club policy.

TREASURER: Responsible for the club's finances. Writes checks, makes deposits, reports on the financial health of the club. Makes sure the Chairman, Editor are financially responsible. Discusses matters of the club with the Chairman, Editor and Membership. Votes on club policy.

EDITOR: Responsible for the writing, producing and printing of the club's newsletter. Seeks income producing advertising and keeps track of the billing and payment of said advertisers. Works with Membership (or is Membership if none) to update and produce labels for mailing of newsletter. Exchanges newsletter with other clubs. Discusses matters of the club with the Chairman, Treasurer and Membership. Votes on club policy.

MEMBERSHIP: Responsible for keeping records of the membership. Setting up and mailing of a club roster. Making mailing labels for the Editor. Constantly seeks out new members, gets word out about the club. Sends out membership applications and answers queries about the club. Discusses matters of the Club with the Chairman, Treasurer and Editor. Votes on club policy.

This has been a very busy time for Lotus owners. First, we had the Lotus Convention in Monterey, California in conjunction with the Monterey Historic Races that celebrated Lotus as their featured Marque. Second, Susan and I participated in an All British Run from downtown Vancouver, B.C. to the Whistler/Blackcomb Mountain Ski Resort. Third, as a club we need to plan for next year. This planning must include new club officers as well as planning next year's events. Finally, I will give my impressions on all of the ABFM's and competition events this year.

From the Driver's Seat Chairman's Column

by *Kenny Richins*

event co-chairman. You guys did a super job! Susan and I had a lovely drive down to Monterey California in the Elan. We took the coast highway instead of I-5 to beat the heat. The roads were great with not much traffic. The scenery was breathtaking especially along the California coast. The Elan ran like a champ. No big problems. We had a little overheating scare while being stuck in traffic in Oregon. This was traced to a faulty thermal switch. The quick fix was to bypass the switch, which we did. Boy, did the car ever run nice and cool after that! Even in traffic and 90 degree heat, the little car never missed a beat! We got great gas mileage, also, 35+ mpg on some legs of the trip.

I am sorry to say that not all of our members were as fortunate as we were. The trip of Bob Crichton and Alice Larson could be summed up in the Movie title "The Agony and the Ecstasy". Agony for the car troubles that hung over Alice's Super 7 like a dark cloud. Ecstasy for achieving what they sought to accomplish. Other members did not show the same amount of courage as they towed their cars to the event.

The Lotus race cars that participated in the Historic Races were exciting to see. This was my first opportunity to see live Lotus 47's (Racing Europas) and I took lots of pictures of them. The only known example of the Lotus type 62 was on display at this event. The owners of the type 62 tried to get the engine

to fire with little success as it was never able to make a complete lap. Still seeing this car was very interesting as it was the last sports racing car that Lotus constructed. The Chapman family had their collection of historical Lotus racing cars there, too. This included the type 25, which was the first monocoque racing car and the type 38. This was the car that Jim Clark drove to victory in the 1965 Indy 500 race.

The banquets that were a part of the convention will not be remembered for their food, however, the speakers there were some of the most entertaining that I can remember. Stirling Moss gave an interesting point of view about modern Formula 1 cars and drivers, while Graham Arnold gave the audience an interesting view of Lotus marketing strategy. (Keep it cheap, once its out the door its *their problem*).

September 23rd found Susan and I on our way to Canada to participate in an all British car rally. The format of the rally was simple. Go to the start. Drive the route to the Whistler/Blackcomb resort (there is only one way to get there), answer the questions on the rally sheet (if you want), stop someplace along the way for whatever reason you care to think about for as long as you wanted and then finish at the ski resort. Here they directed you to a special place to park. The winner of the rally would be the car that came as close to the time that the organizers predetermined would be the proper time for a British car to finish the run. No, we did not win, as a matter of fact I don't know who did. This event had over two hundred cars entered and finishing the run. Lotuses participating were a Seven, a Caterham, an beautiful Elan +2 (the same yellow as our Elan), our Elan and Doug Holbrow's Elan S-1 roadster. This run was far more entertaining than any of the ABFM's that I have been to this year. The big difference is that people were *driving* their cars, sort of like an ABFM on wheels. The sights and sounds were fantastic. The weather was gorgeous (80o) along with the scenery! Imagine pulling a pass on a 1930's Bentley Blower or chasing an Aston Martin up a curving mountain road. This was their third year doing this and each year they get more and more cars. If they do this run next year plan to participate, you will not regret it!

On the 28th of this month there will be a general membership meeting at Bob & Shari Crichton's home. The purpose of this meeting will be to nominate club officers for next year and to plan what kind of events the club wants to do for the coming year. This is a very important meeting to attend. We need club members to step forward to replace the current board. All of the current board members will retire as of the end of the year. If we do not have replacement officers the club

will stop functioning. There will be no events, there will be no newsletter, and there will be no dues collected. Susan and I stayed on an extra year because no one came forward to take over leadership of the club. We will not do this again. Don Anderson has decided not to be Treasurer again. We need club members to volunteer their time to make this club work. Please do not be selfish with your time, your current Board has worked hard for you the past three years, don't you think its time to do a little work so that they can play too? Elsewhere in this issue is a list of jobs that are available. Please look them over and sign up for one.

This was the first year that I had the opportunity to participate in all three of the nearby ABFM's (All British Field Meets); Vancouver, Bellevue and Portland. The first thing that I noticed is that there were different cars at each event. So if you attend more than one you don't have to worry about seeing a traveling road show. Second, each event has its own flavor. Vancouver has their event at Van Dusen Gardens. Lovely site, very elegant place, lots of tradition. Western Washington, very laid back but hard on the feet because all of the cars are placed in the parking lot. The lot is always dirty because the school does not care about their property. Portland, very organized, lots of things to do. Terrible food at the dinner. Wonderful event because of lots of Lotuses (about 30) and they even had an autocross. There were 20 Lotus of various types that competed in it. I won the competition car class with our Europa Race Car and I set Top Time of the Day to boot by over two seconds. (Drove the locals nuts!)

Susan also had a very productive racing month in September. We had spent all of my vacation time going to the Lotus convention so Susan had to go to the SCCA SOLO II National Championships without me. I got her a drive in a safe but very competitive Lotus Europa (what else?) in a class called "E" Modified. Susan and I flew down to California in August to drive the car and give the owner, Barry Spencer, some ideas on set up for the big event. Our help must have worked as the car was bullet quick and easy to drive compared to when we drove it in California. Susan won her ninth SCCA Solo II National Championship and set a time that would have placed her third in the men's class, just a tenth of a second out of second place. What made this victory so remarkable is that Susan has won a National driving title in each of the four divisions of Solo II. The divisions consist of Stock, Street Prepared, Prepared, and Modified. No other driver in the history of Solo II has done this. Susan is the first. This made me very proud of her. Congratulations, Babe!!!

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 - ***NEW*-- Caterham Seven: Cars, Motorsport & the Lotus Legacy**, by C. Rees.....\$39.95
 - **Authentic Lotus Elan and + 2, 1964-1974**, by Robinshaw & Ross.....\$54.95
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 - **Lotus Seven; Restoration, Maintenance & Prep.** by T. Weale.....*****Back in Print!*****.....\$39.95
 - **Lotus TwinCam Engine**, By M. Wilkins.....\$45.50
!! Being re-printed; due @ Dec./Jan. !!
-
- **NEW IMPROVED Facia Lettering kits** for Elan, Plus 2, Europa S2 & Twin Cam.....\$10.00
 - **Hardware Kits - Self-locking nut assortment -** 250 piece assortment of fine-thread self-locking nut & AN flat washers in polypropylene bin box.
#4927 **Commercial Grade Kit**.....\$29.95
#4928 **"AN" Kit**.....\$59.95
 - **European Tail Lamp Assemblies**; Complete new units for Esprit S2 & Turbo to 1988.
#079M6093 & 079M6094 **SALE.....\$196.00/pr**

Prices do not include shipping or tax if applicable.

Hours: Monday-Friday 9:00-5:30, Friday 9:00-5:00

Wow, I've just finally caught my breath as the past two months for me have just been a whirlwind. That is why this issue wasn't ready to be published the beginning of September. I have been, basically, out of town on and off for the past 50 days and getting back into the grind at work and at home has been a shock to my system.

There have been so many things happening that I don't know where to start so I guess I'll begin chronologically. The first week of August I was in Portland to attend the Porsche Parade. The weather was lousy (you remember Seafair weekend) but seeing old friends was rewarding. Then the weekend of August

12th and 13th Kenny and myself flew to San Francisco to test drive the car that I would be driving at the Solo II Nationals in September. The weather was HOT near Merced but we had a great time and I gave the Lotus Europa a big thumbs up! Then it was back home for a day and a half to get ready to drive down to the Lotus Festival in the Elan. (Story elsewhere in this issue.)

Ah, the Lotus Festival, Kenny and I thought that we had died and gone to heaven! Lotuses everywhere! I got to meet Hazel and Clive Chapman and even Stirling Moss! Then it was back on the road home to go back to work for a week then on the plane to Denver to catch my ride to Kansas for the Solo II Nationals. My ride was leaving from San Francisco so I met up with them in Denver and drove the rest of the way out to Topeka, Kansas. Once again, the weather was HOT (100o+) the first four days there. Then, almost miraculously, the weather changed the night before we were to drive. One day it was in the 90's and the next day in the 60's. Thank goodness as I was getting tired of the heat.

I won my class both days, had a blast driving this Europa and walked away with the EML National Championship trophy with a 4+ second winning margin. (More of this story in the next issue.) Then it was back to Denver back on the plane to Seattle. I was home for two weeks and Kenny and I were back in the Elan on our way to Canada to participate in the All British Run from Vancouver to Whistler. This was the third year of this event and it was really neat. (Pictures elsewhere in this issue.) Then it was back to work, no more vacation time. But the year isn't over yet! Kenny and I have four more autocrosses to participate in with our Europa, two here, one in the Tri-Cities and possibly one in California driving Barry's Europa again. This year hasn't only been busy but very fun!

On the home front, other events that have taken place

since the publication of the last issue of LOTUS LINES have been the WWABFM where we had a turn out of 14 Lotuses! The meeting at Dan and Sharon Morrison's where 6 Lotuses showed up and there was 4 Lotuses in Dan's garage! Thanks, Dan and Sharon for your hospitality and for the great food! ELCC's annual club picnic hosted by John and Nikki Daniels where a good time was had by all. Thanks John and Nikki! Kenny attended the ABFM at Portland for the first time this year noting that he liked ours up here a lot better EXCEPT that they had an autocross. They had a turn out of 20 some Lotuses. Kenny showed the Europa in the Mod/Comp class loosing out to a wildly pink Lotus 30! In the autocross Kenny not only won the Lotus class but had the fastest time overall at the event! Besides winning a nice trophy for the fastest Lotus, for having FTD he got his entry fee of \$30 back. Not bad! As you read on the yellow postcard that I sent almost everyone, the track day that was going to be held by the Lotus Car Club of B.C. was canceled. The track wanted their money all up front six weeks before the event and LCC of BC didn't want to do that. They are going to have one next year preceded a month or so with an autocross at the Tradex center in Abbotsford. I will keep the membership informed on this as I know there is a lot of interest in a Lotus club track day whether here or in Canada.

There are a few events remaining for the membership before the year is out. There will be a club meeting at the Crichton's on October 28th at 1 pm. If you want to discuss club politics and next year this is the place to do it. The officers of ELCC will be out looking for replacements for 1996 so if you are interested contact Jim Taylor at 232-2237. We have a meeting scheduled at Griot's Garage on November 4th at 10 am. The final ELCC event for 1995 will be the Christmas Party. Most importantly we need someone to host and organize this event and I need that someone soon! Either of the first two Saturdays of the month (2nd or 9th) of December would do just fine. This has always been the best attended event of the year and it is fun with the gift exchange and the potluck dinner. Please call me ASAP if you would like to host this event so I can get it into the next issue. The club will be presenting the new Officers for 1996 and working out the club's calendar of events for 1996 so bring your ideas and enthusiasm!

Dues renewals for 1996 will be mailed in the January issue of LOTUS LINES and will be due by the first of February. It will be one month later because the leadership of the club for next year will be up in the air probably until December as no one, as yet, has come forth to guide the club in it's coming years. Kenny and I have been at the helm now for three years and it is time for a change. See you at the meeting.

Between The Lines

Editorial

by Susan Hagaman

Western Washington

(Held the third Saturday in July)

Fourteen Lotuses came out for the 1995 edition of the WWABFM. Three Europas, three Esprits, five Elans, one early Elite and one Seven. A nicely rounded out display of the marque. The surprise this year was that Steve Bator's gorgeous red S2 Elan roadster now has a new owner. That being ELCC member Greg Whitten who also just recently purchased an Elan 26 R that he also had on display. I believe that brings Greg's Lotus total up to three. This year the event organizers had signs up for the different car classes so people knew which group they were selecting the winners for. If you were wondering why there were only three classes this year for the Lotuses it was because there was not the minimum of three cars entered in each class by the entry deadline. Of course, after the deadline there were enough entries to have had an Elan class only. So next year remember to send your entry in *before* the deadline and get your buddies in the club to enter their Lotuses to fill up the classes. Then we could have a class for each model of Lotus. That would be great! We had three people join ELCC right on the spot! Each year this event just keeps getting better and better.

Here are the results from the entrants choice judging. Congratulations all!

LO-01 Elan, Seven, Other

- 1st- Greg Whitten-1967 Elan S2
- 2nd-Alan McWain-1960 Elite
- 3rd-Bob Crichton-1968 Seven

Other Entrants

- Ginger Clark-Elan S4 Roadster
- Susan Hagaman-Elan S4 Coupe
- Greg Whitten-Elan 26R
- Randall Fehr-Elan Coupe

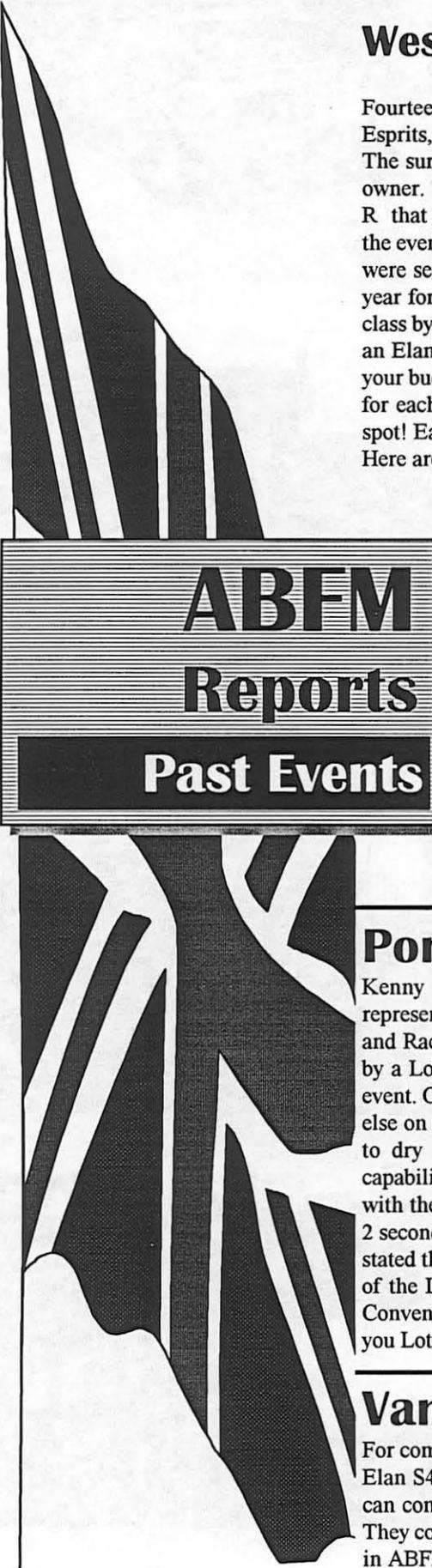
LO-03 Elite, Eclat, Esprit

- 1st-Jerry Parrish- 1993 Esprit
- 2nd-Don Anderson-1987 Esprit
- 3rd-Bill McCoy- 1990 Esprit

- Craig Shuck-Esprit S1

LO-04 Europa

- 1st-Erik Wyss- 1974 S4
- 2nd-Kenny Richins- 1969 S2
- 3rd-Mike Galos- 1967 S1



ABFM

Reports

Past Events

Portland

(Held Labor Day Weekend)

Kenny reported that there were 30 Lotuses entered at this event with almost all models represented 11's, 9's, Westfields, even a 40. And they have only three classes; Open, Closed and Race/Modified. We showed our Europa in the race/modified class only to be beaten out by a Lotus 40, a bright pink one at that! Oh, well. It was a very well run and well attended event. On Sunday they held two slaloms, one for Jags in the CART pits at PIR and for everyone else on a course laid out on the track. It rained in morning so there was a delay to wait for it to dry out. They had eight classes mostly broken down into horsepower/ performance capabilities of the cars. The Lotuses had their own class and ran at the end of the day along with the race car class. This is the class that Kenny was entered in. He won hands down with 2 seconds to spare to a guy driving a race prepared Austin Healey that came in second. Kenny stated that the event ended late in the afternoon because of the rain delay and by the time most of the Lotuses and race ran most of the people at the ABFM had left. Next year the Lotus Convention will be held in conjunction with this event. Lotus will be the featured marque so get you Lotus ready!

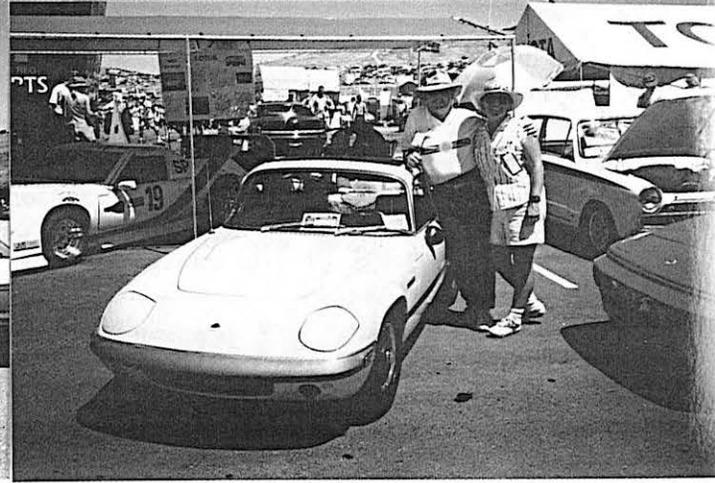
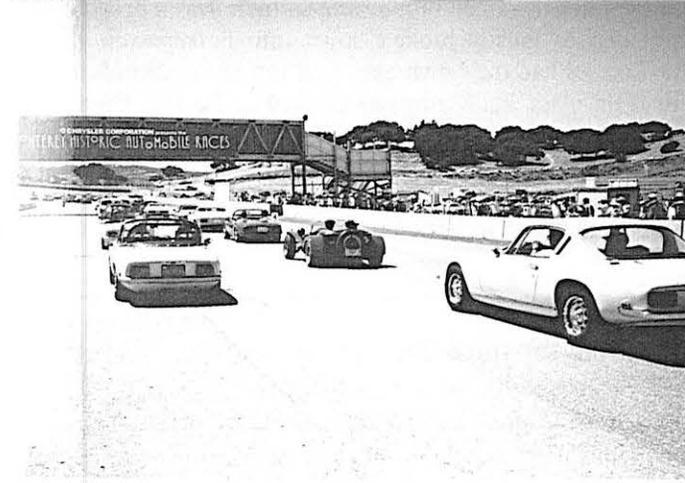
Vancouver

(Held the third Saturday in May)

For comparison purposes the Vancouver ABFM had seven Lotuses entered; three Sevens, one Elan S4 coupe, one Europa, and two Esprits. Neither of the other two other ABFMs, though, can compare with the site at Van Duesen Gardens. Just beautiful and the weather was great. They could of used more food and car paraphernalia vendors. So there you have it. Three close in ABFM's for you to attend next year.



SCENES FROM
MONTEREY
Photos clockwise starting with
upper left:
Concours Italiana, Carmel
Maserati Boomerang
Type 47 & 26R in paddock
Hazel & Clive Chapman
pose w/ '65 Indy winner
Yours truly w/ Kenny &
our Elan in Lotus corral
Lotuses on the parade lap
Race cars from the Factory
Type 47 and Elite at rest



Much will be written about this event over the coming months. I can only write about what I and Kenny experienced ourselves and I can tell you that we had a great time! Two hundred and thirty-three Lotuses were parked in the Lotus corral on Saturday. Seeing every model and almost every color of Lotus ever made was all worth while. There were one hundred and forty Lotus race cars that were entered in the vintage racing along with 14 more parked in the Lotus display area for a total of around 385 Lotuses at Laguna Seca that one day! There were people from around the world saying that they had never seen anything like it and probably will never see anything like it again. Lotus race cars seen were lots of F1 cars, 24, 25, 49, 72, 99, Indy cars, 29, 34, 38. Lots of Sevens, 23's, R26's and 47's. There was even a Lotus 62 there, only two were ever built! It

was gorgeous in Gold Leaf colors.

On Friday we attended the Italiana Concours held at Quail Lodge in Carmel. Now this was an event not to be missed, either. The event this year featured the cars designed by Giorgetto Giugiaro, and, yes, there was an Esprit there. He

was there along with Joe Matano, the designer of the newer Mazda RX-7 and MX-6 along with the Miata. There were all kinds of Ferraris and Lamborghinis there even the Cala, the Nazca C2 spider, a Maserati Boomerang (a one off), Fiat Abarths, Iso's, and loads of vendors selling all kinds of car stuff especially car models. It was a lot of fun, not to be missed if you go to Monterey in any coming year.

ELCC members that I know about that were present at the Lotus Festival were: Mike Standing Wolf, Craig & Signe Shuck, Richard Griot, and those who took their Lotus there were: Kenny and myself (Elan), Mike Galos (Europa), Jess & Eddie Marker (M-100 Elan), Rick Rodriguez (Elan), Bob Morris (M-100 Elan), Ginger Clark (Elan), Mike Ostrov (Elite), Bob Crichton & Alice Larson (Seven), Randall Fehr (Elan) and Steve Shipley (Seven). Those racing were: John Hunholz (Nine), Stan Murray (Eleven), Pete Lovely (Ferrari 250 TR59). Even former ELCC charter member Terry Elmore was there! For those of you who I missed I apologize as I didn't see you or know you were there. It was a pretty good turn out for ELCC.

On Saturday all of the Lotus festival participants got to take parade laps around the track during a break in racing. There were so many Lotuses that the line stretched from one end of the track to the other. It made my heart pound! We got to wave to all of the spectators there and they took lots of pictures of the Lotuses

navigating the track. Our first lap was quite brisk and it is always a thrill to drive the corkscrew! Wow, the most fun you could have with your clothes on!

Even though the banquets were expensive the food was very good and it was all you could eat. The one held at the aquarium was really neat and they had speakers after dinner consisting of Doc Bundy, Graham Arnold, and Ron Hickman. Mr. Hickman and Mr. Arnold were extremely fun to listen to and very enlightening. I got both of them to autograph a Lotus factory brochure on our Elan S4 along with Clive Chapman at the Saturday night banquet. I even got to speak with Clive Chapman and with Stirling Moss. Clive was very friendly, an easy to talk to person and very handsome! They had Jay Chamberlain, the original Lotus west coast importer and racer speak along with Stirling Moss and Clive Chapman. Stirling Moss's speech was very interesting talking about racing in the 50's and 60's. Winning the 1961 Monaco Grand Prix in a Lotus he considered was his greatest race. When asked who his favorite driver was he felt Fangio was followed by closely by Jimmy Clark then Senna.

I had heard that both Hazel and Clive Chapman were extremely pleased and moved at the turnout of all of the Lotuses for Monterey. He mentioned how he wished his father would of been able to see this. They now know that the Lotus marque is alive and well in the U.S.!

We did not attend any of the auctions going on Thursday, Friday and Saturday but we heard there were plenty of good deals made on really nice cars. Problem is you just have to have the money to be able to buy them! Heard a restored 51 FF sold for \$10,000!

We also did not attend the Pebble Beach Concours like we had planned as we were kind of getting burnt out and didn't want to fight the crowds there. Plus shelling out another \$80, well, we had spent so much money already. We went back to the track Sunday for a half a day and shopped some more, walked the pits and watched more races. We then left early and drove around Salinas and Monterey and had a leisurely dinner on the wharf after walking on the beach. It was a wonderful trip!

Our Lotus hats are off to the Golden Gate Lotus Club and to Club Elite for staging a spectacular and very fun weekend of LOTUS! Thank you, thank you, thank you. We have participated in the West Coast Lotus Conventions for the past four years now and they just keep getting better and better. But I don't know how they are going to top this years event. It will be etched into my memory forever.

Next year Club Lotus Northwest will be hosting the Lotus Convention, in conjunction with the Portland All British Field Meet, over the Labor Day weekend where Lotus will be the featured marque. So mark you calendars. If you didn't make Monterey, plan to attend this event. And.....bring your Lotus!

Lotus Festival Report



19 95
VANCOUVER-WHISTLER
ALL BRITISH RUN

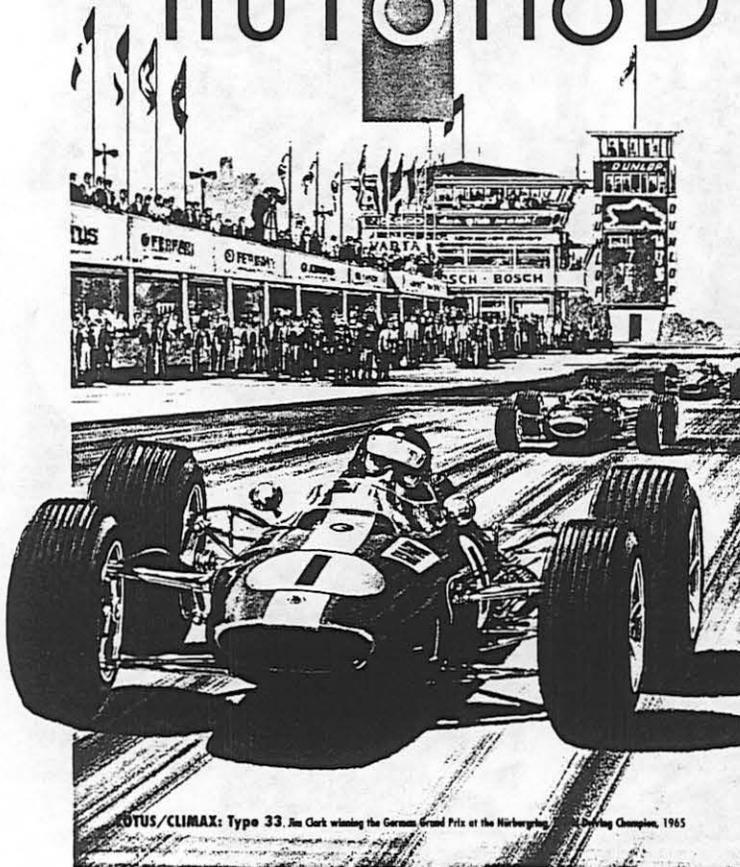
Upper Left: Cars at the start. Sunny day!
Upper Right: Beautiful scenery along the route
Bottom Right: One of the areas where the 220
British cars were shown



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THE 22nd ANNUAL

MONTEREY HISTORIC AUTOMOBILE RACES

\$6

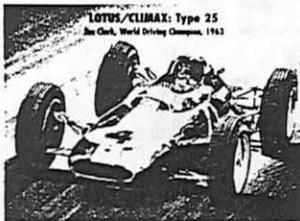


LOTUS/CLIMAX: Type 33. Jim Clark winning the German Grand Prix at the Nürburgring. World Driving Champion, 1965



LOTUS/FORD: Type 38. Jim Clark winning the Indianapolis 500, 1968

AUGUST 18 - 20, 1995
LAGUNA SECA RACEWAY, MONTEREY, CALIFORNIA

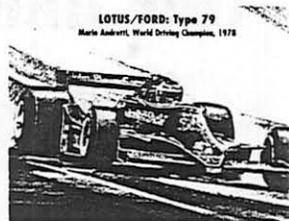


LOTUS/CLIMAX: Type 25
Jim Clark, World Driving Champion, 1963

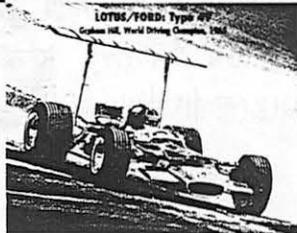
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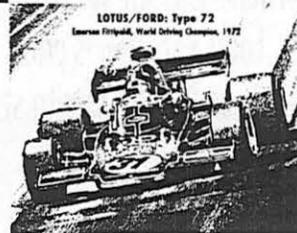
LOTUS/FORD: Type 100
Jackie Stoop, Formula World Driving Champion



LOTUS/FORD: Type 79
Mario Andretti, World Driving Champion, 1978



LOTUS/FORD: Type 49
Colin McEneaney, World Driving Champion, 1961



LOTUS/FORD: Type 72
George Fittipaldi, World Driving Champion, 1972

Chopard
GENEVE

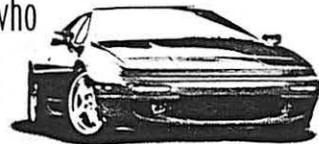
CHRYSLER CORPORATION

GENERAL RACING LTD.



One man's ability to see into the future has given us this opportunity to look back.

Colin Chapman was a visionary. While we relive automotive history, let's not forget the man who taught us how to dream. Lotus Cars USA is proud to be a part of the Historic Races at Monterey. We'd like to welcome you and invite you to stop by our historic Lotus race car display.



LOTUS

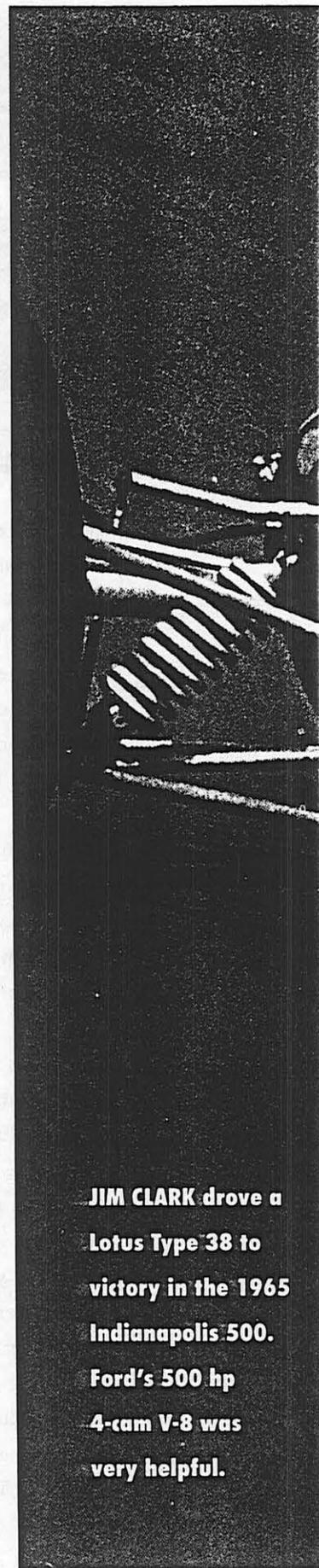
*Speed, genius,
beauty &
lightness — a
brief history by
Peter Egan*

IMAGINE, IF YOU WILL, how different life on Earth might be, here in the second half of the Twentieth Century, if a certain Anthony Colin Bruce Chapman had not been born one fine day in 1928. Look through your bookshelf and library of old car magazines and try to picture the automotive world without Lotus cars. Without, say, the enduring images of Moss in his Lotus 18 (side panels removed for cooling) slithering around the streets of Monaco in 1961, besting the more powerful but less agile shark-nosed Ferraris.

Or Jim Clark all alone at the Nürburgring, miles ahead of the open-class sports cars in his small 1.5-liter Lotus 23B, or Clark lifting a wheel on his Lotus Cortina sedan. Or sliding through a hundred other corners on his way to the first F1 world championship for Lotus in 1963, or winning Indy, after two near misses, in 1965. Or Graham Hill in his near-perennial position on the podium at Monaco.

All right, I never should have started this. There are too many examples to catalog.

Into the mental slide show go not only Moss, Clark and Hill, but Innes Ireland giving Team Lotus its first F1 championship win at Watkins Glen with the Lotus 21 in 1961. And then, of course, you have a number of other fine drives by the likes of Siffert, Rindt,



JIM CLARK drove a Lotus Type 38 to victory in the 1965 Indianapolis 500. Ford's 500 hp 4-cam V-8 was very helpful.



Fittipaldi, Peterson, Reutemann, Andretti, de Angelis, Mansell, Piquet and Senna. Can all these guys really have driven for Lotus?

Sometimes it seems as if all the tigers of the jungle who burned brightest drove for Chapman and team at some time--smoking hot talent at the edge, or just over it.

After two unsuccessful attempts Jimmy Clark & Colin Chapman win the Indianapolis 500 in 1965. Note the Pace Car.

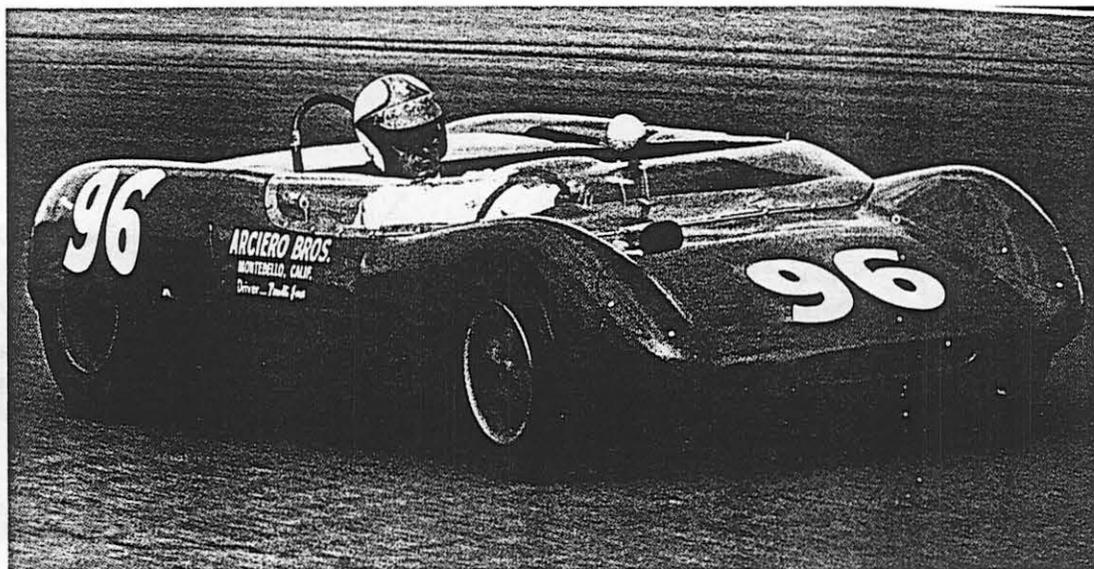
And beyond the drivers and cars are the racing colors: Lotus cars in British Racing Green, Gold Leaf red white and gold, the elegant, menacing John Player Black and gold, Martini & Rossi green, Essex/Tissot blue or Camel yellow.

And this is only the racing part of Lotus history, of course; you've got the road cars, too...Sevens, Elites, Elans, Europas, Esprits...

All of this, as I started to say, was set in motion by a single individual named Colin Chapman, who began fiddling with cars in 1945 while a young motorcycle-mad engineering student at University College of London University. First he fixed up old cars to sell in car-starved post-war London. (Would you buy a used car from this man? Would that we had. Think of the anecdotal possibilities.) Then he began modifying the cars for trials competition—one old fabric-bodied Austin 7 in particular.

Upon receiving his B.Sc (Engineering), he joined the RAF and became a pilot, cramming car projects into his nights and weekend furloughs, many of them spent at the home and family garage of one Hazel Williams, who would soon become his wife, not to mention co-driver, right arm and business confidant. A couple of live wires, these two. Look out, world. Chapman's early projects were no more than heavily-tweaked versions of existing production cars, but the first car he considered all his own, the first Lotus, saw light of day the year I was born (of scant interest to anyone but me), in 1948. It was the Mark 1, an Austin 7-based 747cc trials car with a squarish, rigid body of alloy-bonded plywood and front swing axles made by splitting and pivoting the solid beam. I've never heard a good explanation of why the name "Lotus" was chosen for this first car. It seems to be a slightly humorous Chapman secret, conjuring up either visions of (a) the Kama Sutra, (b) a legendary Greek fruit inducing a dreamy languor or (c) a beautiful, sometimes sacred, flowering water lily. Somehow, they all seem to fit.

Anyway, Lotus it was, and the Mark 2 of 1949 was a moderately streamlined car with even more Chapman influence, a trials and road racing special with a slightly agricultural



look and Ford power. The Mark 3 (1951-2) 750 Formula car was similar in shape, but had a more compact water-bug of a body and suspension. In the Mark 3 we first see signs of the legendary Lotus magic at work: A cleverly tuned production engine (750 Ford flathead in this case) with special intake tuning to out-hustle the more complacent competition; an extremely light triangulated tube frame and aluminum body; small frontal area; specially built lightweight wheels for low unsprung weight; and, most significantly, a solid string of competition victories against cars of much greater size, whose nonplussed drivers were left feeling vaguely as though their pockets had been picked.

In the Marks 4 and 5 we had another specially built trials car (the 4) and one that was designed and never built. But it was the Mark 6 that established a few more Lotus traditions. It was the first production-built Lotus available as a kit--as sold by the newly formed Lotus Engineering Company--and it had suspension cleverly designed to prevent excess tire scrub losses of momentum and energy. In other words, it had leech-like handling, compared with the other cars in its class. Also, its elegantly clean triangulated space frame would find echos in the Lotus 7 and 11.

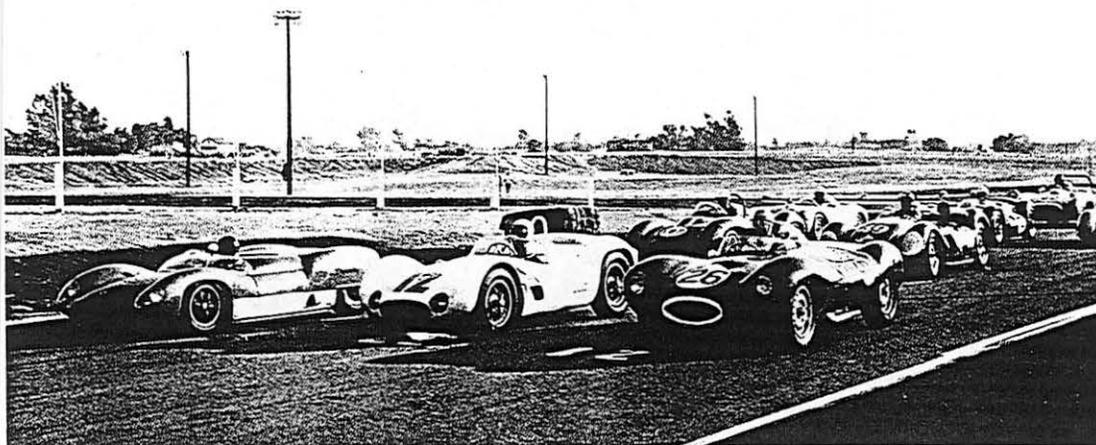
The Lotus 7 era is where I walked into the

picture. When I first started attending sports car races in the early Sixties, the Lotus 7 was being booted constantly from one class to another by the SCCA in a futile attempt to find a class in which it would not dominate larger and more expensive cars. There really was no such class, so weight was added and carburetion restricted to slow the car down. It was the first sports car I ever heard described as being "Too fast to race."

If a 7 was the boy racer car I most wanted to own (and could almost afford), it was the enclosed-body Lotus 11 and 23 sports racers I most lusted after from afar (the more highly styled 9s and slightly piscine 10s being just before my time). Giant killers, both of them, setting new standards of roadholding and speed in a variety of displacement categories.

I built a Westfield replica of a Lotus 11 a few years ago and drove it across the US, touring the Rockies and Sierra Nevada from a perspective seldom experienced, even in the lowest and grippiest of production sports cars. Sheer pleasure, mitigated by the random torrential downpour and waterfall down the seat-back. The first cross-country car trip in which I ever wore a helmet and motorcycle rainsuit.

Parnelli Jones experienced the road holding characteristics of the 23B in his first road race at the Los Angeles Times Grand Prix of 1963.



And last year I had the pleasure of racing Gil Nickel's sublime yellow Lotus 23B at Elkhart Lake. Despite my addiction to racing current formula cars in the SCCA, driving the 23B was, hands down, the most pleasureable and intoxicating driving experience I've had. Two hundred shrieking Ford Twin-Cam horsepower in a sub-1000-lb car. Lovely to look at, effortless to drive, remarkably refined and blindingly fast. I remarked at that time that the 23B exactly straddled that moment in time when romance and technology crossed over, giving us an almost perfect balance of both.

The 23 was so good, in fact, that French scrutineers at Le Mans did their best to keep these slippery-fast cars from passing tech inspection (so that the French Panhards might have a shot at an Index of Performance victory, it was darkly hinted). Chapman was so enraged that he took his cars home and vowed Team Lotus would never again compete at Le Mans, and it never did.

Lotus sports racers would hit their peak in both the 23 and the redoubtable Lotus 19, which could be modified to handle big-inch

Dan Gurney on the pole in the Lotus 19 sponsored by the Arciero Bros. The event is a Cal Club race at Riverside International Raceway in 1960. Jim Clark made a rare appearance driving this car at Laguna Seca in 1963.

American engines. Dan Gurney put a Ford V-8 in the one-off 19B and scored a victory in the 1962 Daytona Continental Three Hours Road Race, breaking a crank on his last lap and crossing the finish line on his starter motor.

Lotus sports racing tradition more or less petered out with the 30, a Group 7 car of less than stunning success, which was no match for the Lolas and McLarens of the mid-Sixties. Chapman, by then, had other things on his mind. Formula 1 and Indianapolis, for instance.

While kit cars and sports racers may have drawn the rapt attention of club racers like me, it was really the the rear-engine revolution at Indianapolis and a long string of Formula 1 championships that made Lotus a household name (in your better households), suddenly bandied about in the typically ball-game-rich sports sections of newspapers everywhere.

Blame Dan Gurney for bringing Chapman to Indy and pointing him in the right direction. Gurney knew how good the Lotus Formula 1 cars had become, and he had also seen how remarkably well Jack Brabham's



Gurney and Clark congratulate each other after a grueling 500 miles that ended in controversy.

underpowered, rear-engined Cooper-Climax had done (9th) in 1961. Gurney thought a Lotus-Ford combination might just do the trick, and all parties involved agreed.

So, in 1965 two Lotus 29s, Ford-powered, were raced at Indy, one for Gurney and one for Clark. Gurney crashed in qualifying and had to drive the spare, prototype chassis, but finished 7th despite a lengthy pit stop. Clark finished 2nd, but probably should have won, in a controversial race in which race leader (and winner) Parnelli Jones was blowing oil from his traditional roadster, the Watson-Offenhauser Willard Battery Special.

Tire problems kept Clark and Gurney from finishing in 1964, but in 1965 the Len Terry-designed 38 finally won Indy for Lotus, Clark beating Parnelli Jones, who was 2nd in an uprated 1964 Lotus 34 with Ford power. Jim Clark thus became the first foreigner to win

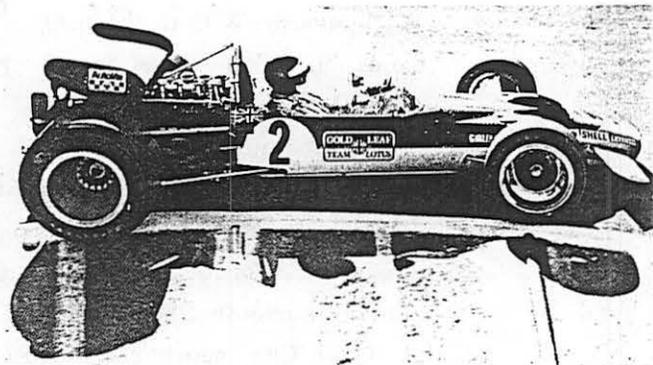
Indianapolis since Dario Resta did it in 1916.

If Indy was a target of opportunity for Lotus, it was Formula 1 that occupied most of Chapman's attention. Lotus victories in F1, starting with Moss's famous Monaco drive in the Rob Walker Lotus 18 of 1961, have been unrelenting, a few lean years here and there punctuated by brilliant new designs that dominated the sport in their time and set the direction for others to follow.

The 25, first of the monocoque Lotus F1 chassis, was such a car, as was the 49 (1967-70), a car that metamorphosed through upswept aerodynamic bodywork into the era of the high-mounted (and then low-mounted) rear wing.

It was in a 49 that Clark won his 25th—and last—World Championship Grand Prix in 1968, at South Africa. He was killed shortly thereafter in a

The legendary Type 49 was introduced in 1967 with Clark winning the Dutch GP the first time out. Jochen Rindt (below) with the 49B. Graham Hill won his 1968 World Championship in 49 and 49B cars.





Formula 2 race at Hockenheim. The South African Grand Prix was also the last race in which Lotus used its traditional green and yellow colors, switching to the red, white and gold of Gold Leaf Team Lotus. The age of commercialism was upon us.

Great cars, sometimes mixed with tragedy, kept on coming. Jochen Rindt was killed in 1970 in the Lotus 72 F1 car, but won the World Championship posthumously. With the brilliant Lotus 79, or John Player Special Mark IV, Mario Andretti won the World Championship in 1978, the same year in which his teammate, Ronnie Peterson, crashed his car in the Italian Grand Prix and died of complications in surgery. He was, posthumously, 2nd in points for the year.

Colin Chapman himself died of a heart

The Type 72 carried Rindt to his World Championship in 1970, but he lost his life in one. In 1972 Emerson Fittipaldi (above) became the youngest man to ever win the World Championship at age 23. Lotus won the Constructors title that year and once again in 1973.

attack on December 16th, 1982, under a great deal of stress from his involvement with De Lorean cars and their attendant financial scandal. The Lotus F1 team has had great moments, many race victories and great drivers since then, with the likes of Mansell, de Angelis, Piquet and Senna at the wheel, but it is the Chapman era that most of us in vintage racing hold most clearly in mind and memory.

Luckily, we are left with more than just memories; we still have the cars. And Lotus cars, whether Andretti's 79 or the nicely restored Lotus Elan of the private enthusiast, have always had a special quality. It's a strange, endearing combination of restlessness, impatience, lightness of weight and finesse of touch.

It is interesting and a little amusing to me, as one who has restored and/or raced a number of different Lotus cars, that the formative years of Chapman's engineering life were spent learning to fly a fabric-covered Tiger Moth and driving a fabric-covered Austin 7, right at the dawn of the Jet Age.

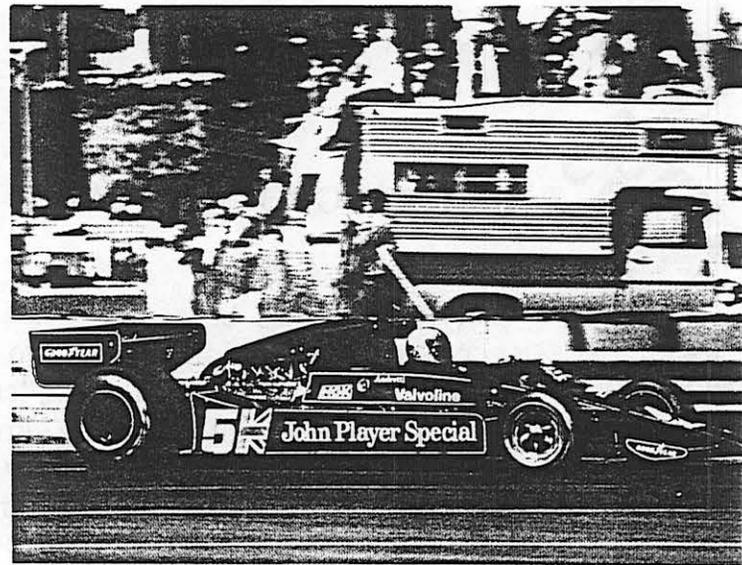
Why?

Because the Lotus revolution in car design was essentially one of skeletons and exoskeletons, of X-ray vision to see what was beneath the surface of things and to see the skin itself

The Type 79 "Black Beauty", John Player Special Mark IV that Mario Andretti used to win his World Championship in 1978 with Lotus chalking up its seventh Constructors title.

in sharp focus. To borrow from Saint-Exupery, that which is essential may be invisible—but not to Colin Chapman.

His genius was to push the outmoded engineering and esthetic baggage out of the way and cut to the essence of the problem, usually in the direction of feathery lightness and just-adequate (sometimes) strength. While others

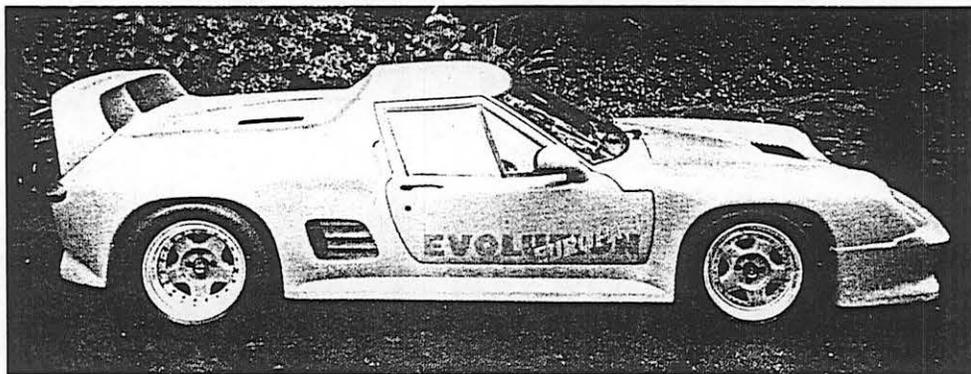


built slightly lightened, highly tuned trucks, Chapman came at it from the other side, constructing gossamer airplanes for the ground, grudgingly adding an extra tube or rivet when absolutely necessary. There is, even now, nothing else like them.

1973 Lotus Europa

Although the factory fitted this Lotus with every conceivable option, Gerald W. Fink thought the Brit chassis deserved a tad more. The bravura of the original twin-cam engine has been revised to the tune of 265 bhp with a pair of intercooled turbos. The Europa also received major modifications to the transaxle, suspension, and brakes—essentially everywhere this particular model was lacking. Cloaked in custom bodywork and 3-piece 15-in wheels, this Europa far exceeds Colin Chapman's design. "The working man's GT-40" indeed.

G. W. Fink
Media, PA





NEWS RELEASE

LOTUS GROUP INTERNATIONAL LIMITED

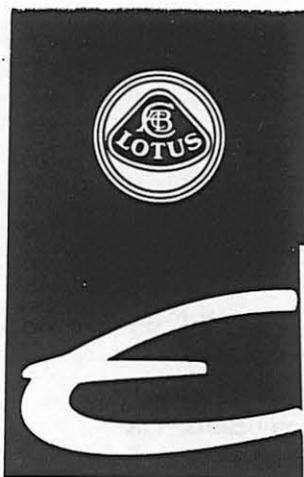
A decision has been taken that Adrian Palmer, managing director, and Andrew Tempest, finance director, are to be relieved of their positions within Group Lotus Limited. The procedure to implement the decision is now being taken. A short list for the position of managing director of Group Lotus has been identified and an announcement is expected shortly. The operation and management of the business at Hethel will continue to be under the direction of the Lotus Cars Limited Board.

Since Lotus joined the Grandes Marques Groupe in August 1993, the number of employees has risen to 1,100. 300 people have joined in the past year. The client business of Lotus Engineering has doubled and the order book is now full well into 1996. Lotus Cars is enjoying considerable success with current models. The S4S launch has gone well and sales are running ahead of forecast. Worldwide sales of the Esprit models are 11% ahead of 1994. Also, the limited edition of the Lotus Elan S2 has been fully subscribed and staff are working through the summer shut down period to complete orders. The new models programme is running to timetable for introduction in 1996..

Lotus is going from strength to strength. As well as winning new contracts and employing more people, it is important to emphasise that the Company and its management continues to have a healthy and positive long-term relationship with clients, suppliers and bankers.

ENDS

Date: 8th August 1995



Possibly the world's most advanced sports car was unveiled at the IAA (Frankfurt Motor Show) on September 12 - the new Lotus Elise. Featuring a futuristic, yet practical and proven, epoxy-bonded aluminium spaceframe chassis clothed in a stunning composite body shell, Elise is small, strong, ultralight, efficient, very fast, and great fun to drive - the next-generation pure supercar, from Lotus.

Tony Shute, Program Manager for Elise, lists the criteria for the concept:

- A dramatic, small, simple two seat convertible sports car with timeless looks, performance, safety, and driver satisfaction - "the most fun on four wheels"
- Performance, efficiency, and low emissions through low weight
- Ease of manufacture and assembly, affordable cost of ownership
- Development of forward-thinking proven solutions that would also benefit other car-makers

He notes "We started with this concept, shared and encouraged by Mr. Artioli, in January 1994. We put together a small, cross-function team, working to these guidelines. The results so far speak for themselves - we like to think Colin Chapman would have approved".

The Lotus Elise is the first of a new breed of supercar - small, high-tech, and simple, yet with satisfying performance for the young-at-heart enthusiast. Light weight, efficiency, and driver satisfaction have been the hallmarks of classic Lotus sports and competition cars since 1948 when Colin Chapman built his first design. Today, Elise puts these elements into sharp focus, delivering exciting performance with a high power-to-weight ratio by achieving low weight rather than high power. Such low weight (only 675 kg) benefits braking, handling and steering response, and also cuts down fuel consumption. This has a positive effect on the major problem beginning to face carmakers world-wide - emissions of carbon dioxide.

But high performance is only one element of the package - the stunning and distinctive appearance of Elise is the work of the Lotus Design team, led by Julian Thomson. The curvaceous shape is not just attractive but also aerodynamically effective, thanks to a package developed in the wind-tunnel which includes chin and tail elements working with an (optional) underbody diffuser, in line with current motorsport thinking. The vehicle layout itself is influenced by motorsport practice, yet is driven by the needs of series-production manufacturing. The interior too follows this theme; for example, the adjustable driver's seat is nearer the vehicle centre-line than the passenger seat, which itself is fixed in the rearmost position. The overall result is a high-performance package with the driving precision of a race-

car, the ride and handling for which Lotus is renowned, and a simplicity and ease of manufacture which clients of Lotus Engineering require today.

Lotus engineers, working with Hydro Aluminium Automotive Structures and other forward-looking suppliers, have developed a high-strength spaceframe structure of epoxy-bonded aluminium extrusions; a first for production road cars. The structure weighs 65 kg yet meets required safety legislation with excellent durability and torsional rigidity. The extrusion process is used to produce many other cost-effective and elegant parts, such as the pedals, suspension uprights (both subjects of new Lotus patents), and the side intrusion beams. The drive to apply innovative solutions to achieve light weight has also brought about another first for production cars - the use of aluminium metal matrix composites (MMC) brake discs. This technology, developed by Lanxide, has previously only been used on competition cars but is now a production-ready process with proven component durability.

Oliver Everett, Head of Sales & Marketing for Lotus Cars, sees a wide appeal for Elise: "We plan an initial production volume of 700 units per year, at a base price in the UK of under £20,000 (in Germany, under DM50,000). When we begin deliveries in mid-1996, there will be many enthusiasts who will no longer have to dream of driving their own Lotus - Elise is affordable and exclusive. Even before its announcement, our dealers across Europe have already taken numerous deposits. Our future customers will not be disappointed".

Hugh Kemp, Program Director, described the crucial role of key suppliers: "We built an integrated team comprising our design group, key suppliers, and our manufacturing and sales experts to ensure we delivered the program in record time. With the help of Hydro Aluminium Automotive Structures, Ciba Geigy, Rover, Lanxide and Alusuisse, our engineering specialists have achieved a radical new approach to vehicle architecture."

Rod Mansfield, Managing Director for Lotus Cars says "This car typifies what Lotus has done best for almost forty years, yet looks into the future. Elise delivers what our customers want - the ultimate in driving satisfaction".

Romano Artioli, Chairman of Group Lotus and of Bugatti Industries, summed up: "We set a clear objective in the briefing of our engineers and designers: it was essential to create a new Lotus which reflected the genius of Colin Chapman. The team has delivered a real winner, ahead of its time, in true Lotus tradition.

"Naturally, Elise features the latest thinking in styling, aerodynamics and ride, yet it is a true Lotus. Its ultra-light design is intended to meet all world-wide requirements for safety, comfort and emission and noise control. Its stunning lines have been penned by our in-house stylists who have justly earned respect as world leaders. The appeal of this model is not limited to its looks; throughout the project I have been delighted by the Lotus engineers' ability and enthusiasm in achieving such a lightweight vehicle. They have applied technologies of the future with simplicity and purity of design.

"The result is an advanced race bred high-performance sports car with distinctive new styling which delivers the most fun on four wheels. In short, it is a winner for Lotus, which was created not only with great expertise but also with great passion. It is for this reason that I chose to name it after the great love of my life who came into this world at the same time, my grand daughter...ELISE."



Key Features

- ◇ Two-seat mid-engined lightweight high performance convertible sports car
 - ◇ Designed to accept a wide range of engines for road and race purposes
 - ◇ 0-100 km/h: 5.9 s (computer prediction)
 - ◇ Maximum speed: 202 km/h (computer prediction)
 - ◇ Fuel consumption (l/100 km): Urban 9.76; 90 km/h 5.65, 120 km/h 7.16
 - ◇ Vehicle weight: 675 kg
 - ◇ Structure is formed of epoxy-bonded extruded aluminium sections with steel rear subframe
 - ◇ Chassis manufacturing process (scaleable to higher production volumes) features low-cost tooling with high-accuracy product
 - ◇ Glass-reinforced composite “clamshell” body sections front and rear with frontal energy absorbing structure
 - ◇ Suspension is double wishbone all round with coil springs and monotube dampers
 - ◇ Extensive use of extruded aluminium components in chassis, suspension, and body
 - ◇ Aluminium/metal matrix composite ventilated disc brakes with non-servo hydraulic system
 - ◇ “Minimalist” design and equipment
 - ◇ Driver’s seat biased towards centreline of car; passenger seat fixed in rearward position
 - ◇ Integrated electronic speedometer and tachometer package with multifunction LCD display, by Stack Instruments
 - ◇ 1.8 litre 4-cylinder engine, 5-speed manual transaxle, rear wheel drive
 - ◇ Extensive options list which will include hard top, full-race performance kits, Lotus-designed luggage and other items to personalise the car to customer’s requirements
-



ELISE

WHY ELISE?

We set a clear objective in the briefing of our engineers and designers: it was essential to create a new Lotus which reflected the genius of Colin Chapman. It must be light, efficient and fast. With Elise, Lotus has once again set new standards for handling, performance and style, with a unique blend of classic and forward thinking features. It is a real winner, ahead of its time, in true Lotus tradition.

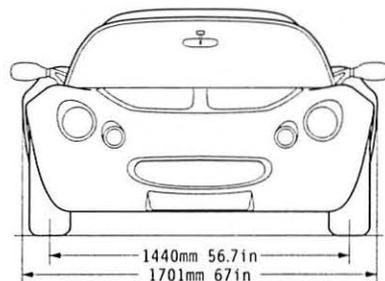
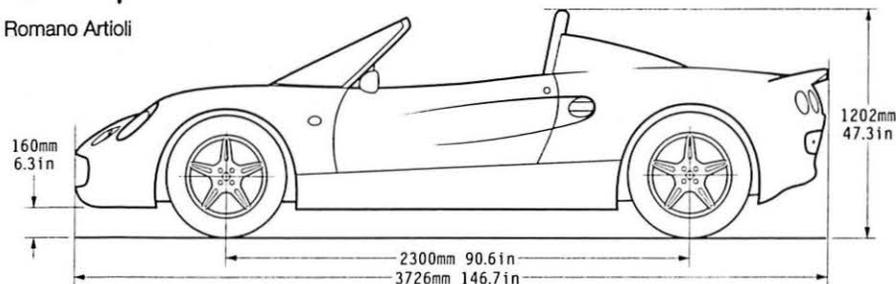
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The appeal of this model is not limited to its aesthetics. Throughout the project I have been delighted by the Lotus engineers' dedication and innovation in achieving a lightweight vehicle. They have applied simplicity and purity of design with technologies of the future such as extrusions in a bonded aluminium chassis and components. The powertrain has class leading low weight and options including a full race version are planned.

The result is an advanced race bred high-performance sports car with distinctive new styling which delivers the most fun on four wheels. In short, it is a winner for Lotus, which was created not only with great expertise but also with great passion. It is for this reason that I chose to name it after the great love of my life who came into this world at the same time, my grand daughter... Elise.

Romano Artioli

Romano Artioli



TECHNICAL INFORMATION

Chassis:

All Lotus design, lightweight spaceframe of bonded anodised extruded aluminium with integral roll over hoop, extruded aluminium impact absorbing structures and steel galvanised rear subframe, manufactured by Hydro Aluminium Automotive Structures a.s. Seating for two.

Body:

Composite front and rear 'clamshell' body sections with frontal safety structure.

Vehicle Weight:

675kg

Engine:

Mid-mounted in-line water cooled 1.8 litre 16 Valve engine.

Double overhead camshafts with hydraulic tappets.

Electronic fuel injection.

Electronic engine management system.

Transmission:

5 speed transaxle driving the rear wheels.

Synchro on all forward gears.

Fuel System:

Fuel tank capacity; 40 litres (8.8 gallon).

Fuel requirement: 95 RON minimum octane unleaded.

Suspension:

Independent by upper and lower wishbones, co-axial coil springs and inverted monotube dampers.

Extruded aluminium uprights. Trailing toe-links on rear for compliance steer control.

Brakes:

282mm aluminium/metal matrix ventilated discs mounted outboard front and rear. Non-servo split circuit hydraulic system. Front brakes fitted with unique Lotus/AP Racing opposed piston callipers.

Wheels:

Lotus design 5 spoke alloy, 5½J x 15 front and 7J x 16 rear.

Tyres:

Unique Michelin Pilot SX.

Front: 185/55R 15 Rear: 205/50R 16.

Performance:

Acceleration: 0-100 km/h: 5.9 s

0-160 km/h: 16.5 s.

Maximum speed (estimated): 202 km/h (126 mph)

Fuel Consumption:

Urban: 9.76 l/100 km 28.94 mpg

90 km/h 5.65 l/100 km 49.92 mpg

120 km/h 7.16 l/100 km 39.42 mpg

Total CO₂ (g/km) = 150

Standard Equipment:

Alloy wheels, 3 way catalytic converter, coded signal immobiliser, cloth trim interior, black vinyl soft-top, unique Lotus/Nardi steering wheel, STACK electronic speedo and tacho with multifunction LCD readout.

Optional Equipment:

Metallic paint, leather trim options, radio fixing kit, spare wheel/tyre assembly, auxiliary lights, Lotus design luggage kit, coloured and black cloth soft-top, full race packages, floor mats.

Warranty:

Elise is covered by a twelve month unlimited mileage factory warranty.

Lotus Cars Limited,

Hethel, Norfolk, England NR14 8EZ

Telephone: +44 1953 608000.

Lotus Cars Limited reserve the right to change prices and specifications at any time without prior notice. The information contained in this leaflet does not constitute an offer or form part of a contract written or implied. Quoted power, speed and acceleration are computer estimated. Drawings may show optional equipment.

Mike Ostrov & Friends

Lotus will be the featured marque at the 1995 Monterey Historics, which puts enthusiast Mike Ostrov on the job once again. Mike invited some friends over for this month's afternoon of driving, tire-kicking and conversation.

MIKE OSTROV

SCI: So, Mike, why the romance between you and Lotus?

Ostrov: Because after my first SCCA car, which was a Bugeye Sprite, came a D-Production Lotus Super Seven. It was inexpensive, fast, easy to repair and it won.

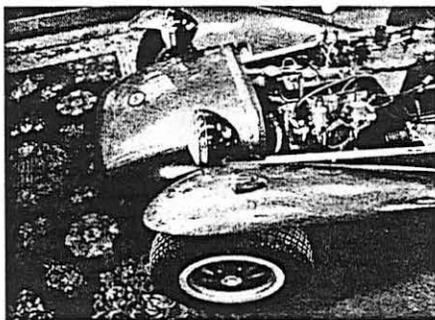
SCI: And you've been hooked ever since?

Ostrov: Yes. I've still got the first Lotus I ever bought, Elite #1080, plus the six you see around here and five or six more out in back awaiting restoration. I've never even sold one—well, actually, I traded a Lotus Elan for some Lotus Elite parts once, but that doesn't count!

SCI: Do you drive anything non-Lotus?

Ostrov: I've got an '81 Malibu station wagon, which has a great 350 cubic-inch V8 and makes a very good tow car, and now I'm looking for a Dino 246 with right-hand drive. To my eye there's just not a more striking body design—even Pininfarina says so—than that one, particularly when you compare it to the timeless, classic designs of Lotus cars—especially Elites.

SCI: You did say you wanted a right-hand-drive Ferrari?



Ostrov: True. All my cars are right-hand drive, except for the gray Elite—that one is so original, with 30,000 2-owner miles. My cranberry Elite was actually left-side drive when I got it, and one summer during its complete restoration when I had nothing to do I converted it.

SCI: For Heaven's sake why?

Ostrov: Because someone, whether God or the Queen, decided that carriages should be properly driven on the left side of the roadway! Plus, it's fun: You're sitting in the roadway and some guy pulls up to you and says, "Hey, good looking car, what is it?" Well, you're right there and you can talk to him. It's perfect. Sometimes I'll even hand him a spec sheet on the Elite or the Seven.

SCI: Well, nobody ever accused Lotus fans of doing things the easy way.

Ostrov: Definitely not. Quite frankly, people see us as bizarre and out of the ordinary, and they're probably right. You can't compare Lotus cars and their owners to any other group of enthusiasts, except maybe something like Topolino or 2CV owners. We're totally abnormal—uniformly disoriented, but really lovable in our own way.

SCI: Give us an example.

Ostrov: Well, for one thing we're usually cheapskates, though we tend to call ourselves frugal instead. But that also means we're pretty real-life people.

SCI: Let's talk about your organizing tasks for the Lotus clubs.

Ostrov: The big one right now is the upcoming Monterey Historics in August, where Lotus is the featured marque. Somebody has to assemble a Lotus Corral and dinners, speeches, group photos, all that type of thing. [See this month's Correspondence section for details—Ed.] I'm one of the people who's doing that, but mind you, groups like Club Elite and the Golden Gate Lotus Club and a lot of other individuals are also working hard on it. Then I also work on the International Lotus Conventions we put on at Sears Point Raceway, which have track days, schools, seminars, tech sessions and so on. It's all just a chance to let people enjoy themselves and their cars, and maybe to come away with a little more understanding of Colin Chapman's accomplishments.

Then I'm active in CSRG, the oldest vintage group on the West Coast, with a vintage-racing Super 95 Elite. I also used to be the chief of concourse for the SCCA, and I still judge for shows like Hillsborough, Palo Alto, Lafayette and so on, travel to events around the world and keep the Type 14 Elite World Register—that's almost 700 listings. And I especially enjoy when Lotus owners and enthusiasts visit me here and we can take the cars out for some exciting backroad driving. The Elites and Sevens are always available to any enthusiasts. Just give me a ring: (510) 232-7764.

Plus, I do a lot of non-automotive volunteer work, like arbitration for the city and county of San Francisco and Costa Contra County, and directing the local Friendship Foundation. We take specially trained animals—dogs, cats, bunnies—on regular visits to children's hospitals and nursing

From Sotheby's auction of the **Willet H. Brown Collection**, Los Angeles, California, June 1995

1973 Lotus Europa John Player Special, #23112R. Black with gold trim and black interior, 253 indicated miles since new. As perfect as a Lotus can be—which means it probably won't need anything major done to it for at least another 500 miles—it **SOLD** at a world-record price of \$27,025. Yow.



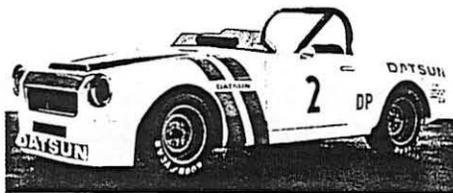
1948 Ferrari 166 Barchetta, #0022M.

In primer, engine supposedly rebuilt and set in chassis; gauges, etc. in a basket. The very first Ferrari ever sold to the public, it was bought off the stand at the Turin Auto Show in 1948 by enthusiast Tommy Lee. Pre-sale estimates ranged from \$400,000 to \$600,000, which the so-called experts said was right on. Proving that special cars

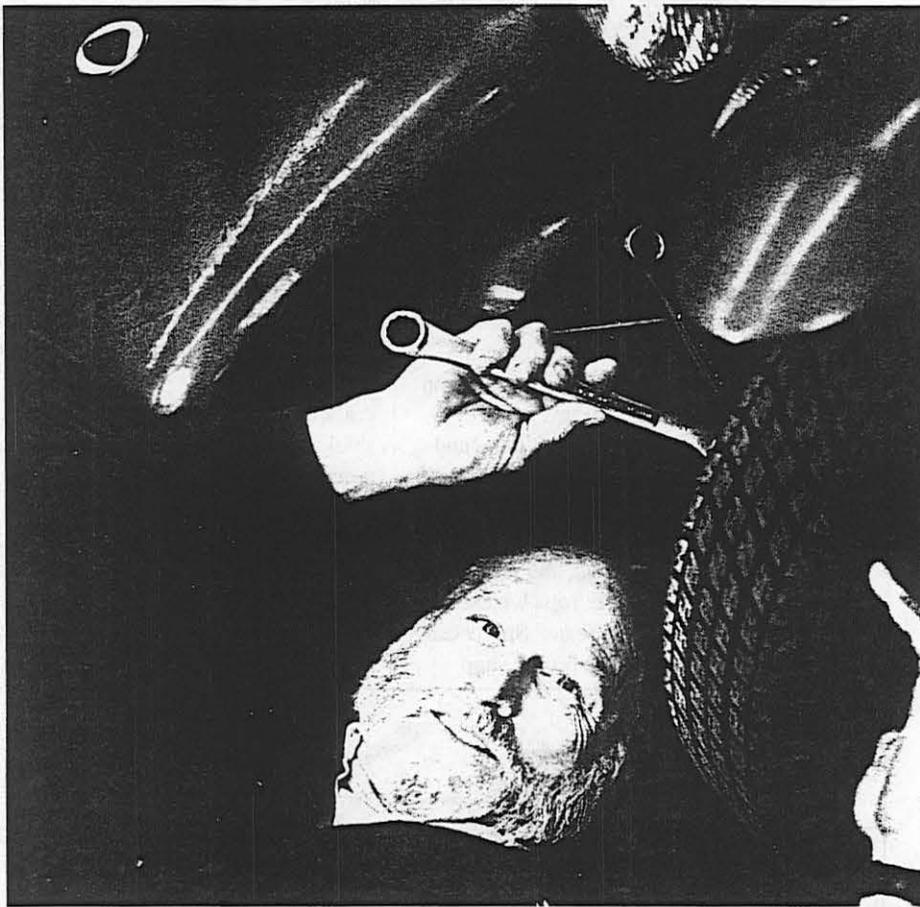
still bring special money, though, the Barchetta **SOLD** at \$800,000. Now all the new American owner has to do is spend another \$200,000 before he can show up at Pebble Beach.

1960 Datsun Fairlady Roadster

in SCCA trim, white with blue/red striping. Racing carbs, Joe Hunt magneto, 5-speed, flared fenders (sorry about that, Mr. Earle), gutted interior. This one **SOLD** for \$8,625, probably the bargain of the night. If it runs and drives it could bring \$15,000 from the right gotta-have-a-Datsun race fan.



Courtesy THE KEITH MARTIN SPORTS CAR MARKET, (503) 252-5812



I've made them! I'm not embarrassed to tell the club members, "Don't do it this way, because I've done it wrong and it doesn't work." Of course, I've usually done it wrong *twice*, but I don't tell 'em that. Fiberglass work, paint work, mechanical work, all challenges. It's a hobby. It's an obsession, really, and it's probably cruel to boot, but it's still a whole lot of fun.

GARY KUNTZ

SCI: So what are you driving today?

Kuntz: My 1966 Lotus Cortina, or Type 28. It's just a great, fun car—it's a kick to throw around and you get a lot of thumbs-up from people on the highway.

SCI: Are you a Lotus diehard?

Kuntz: Oh no: I've got a couple of older 12-cylinder Ferraris and a '78 Buick—that's my newest car—but this is my only Lotus. The Cortina just fit me; I wanted to do some vintage racing and I really liked sedans, so I just got involved with the Lotus Cortina, and it's turned out to be a lot of fun: The Lotus people are really great and Cortinas are wonderful to toss around. They tend to drive around on two and three wheels a lot—it seems you're rarely using all four!

SCI: Will you drive this car at Monterey?

Kuntz: Actually, I don't know. It has been entered, but Steve Earle doesn't nor-

homes. I guess I just enjoy keeping busy.

SCI: You're still a pretty young guy—how did you get so much free time?

Ostrov: My 26 years as a stockbroker allowed me to semi-retire a bit early a few years ago at 49.

SCI: You must have been very good.

Ostrov: I was very lucky! And actually, I do still go into the office one day a month, which is just about enough to make sure the Transamerica Pyramid is still in pyramid form and that the locks haven't been changed. Other than that, though, it's mostly Lotus stuff now. I just like the Lotus people and I like the Lotus cars; we're now the caretakers of some very precious vehicles, and it's fun—if it wasn't, we wouldn't do it.

SCI: Are you ever going to quit?

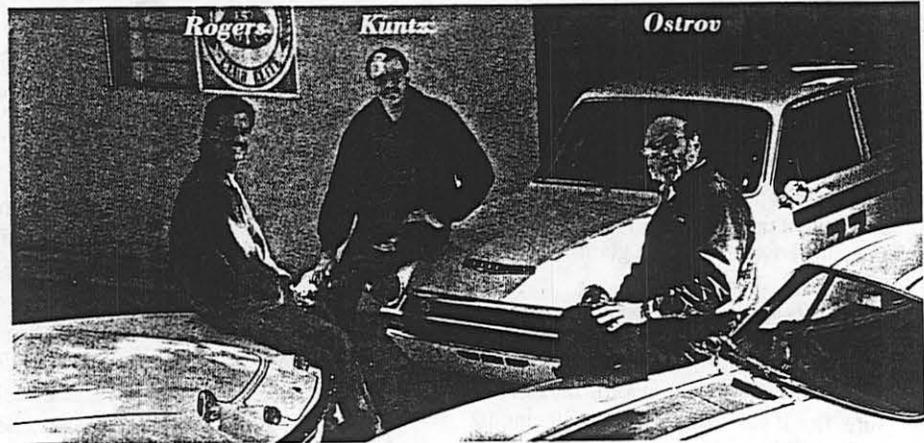
Ostrov: Oh, sure. At some point I won't be able to do it any longer or someone will say, "We've had enough of you." Probably the latter!

SCI: What makes Lotus cars different from other marques?

Ostrov: The fact that they're very exciting, and can be very fragile or very reliable—and you never know which it's going to be that morning!

SCI: So tell us about your ongoing Elite/Elan project.

Ostrov: Well, for one thing, it's been called blasphemous by some of our club



members! What I'm doing is taking a regular Elite—you know, a *good* Elite—and literally taking out the entrails so I can mate it to a stretched and suitably reinforced Elan chassis, the original Coventry Climax 1216cc engine and a 5-speed gearbox.

SCI: Wouldn't it be easier to just buy a later Elan Plus 2?

Ostrov: Possibly, but if you look at the lines of a Plus 2 compared to a Type 14 Elite's, well...I think it's pretty evident. The Elite design is just timeless.

SCI: So how does a stockbroker learn to re-engineer automobiles?

Ostrov: Well, if you make enough mistakes you learn a lot, and Heaven knows

mally take sedans. And while he may take a Cortina this year, in reality there are other ones in the country that would be better—cars that were racers originally, with aluminum body panels and so on. They'd be more appropriate than mine. I just think *something* should be there to represent these cars, because they're a significant part of Lotus history.

SCI: Is there such a thing as a "regular" Lotus owner?

Kuntz: Actually the question should be, "Is there a normal human being who's a Lotus owner?" And the answer to that is probably no.

(Continued on page 17)

SCI: So which is harder to work on, a Ferrari or a Lotus?

Kuntz: Oh, I'd say they're the same; the Ferrari just happens to have eight more cylinders to deal with!

BOB ROGERS

SCI: Is this Europa Twincam your first Lotus?

Rogers: No, I've also owned two Elans.

SCI: Why the switch?

Rogers: Basically because the Europa is a mid-engine car, and once I drove it, to tell you the truth I kind of lost interest in the Elans. I find it's a much more comfortable car to drive and that it handles much, much better. The only shortcoming in the Europa is that it's a coupe. I think the ultimate car would be a Europa convertible. Unfortunately there's no such thing, although now that I think of it, Mike could probably make me one.... Hmm.

SCI: Is this one a keeper?

Rogers: Oh yeah. I've owned it for about five years and close to 40,000 miles. I drive it often and I drive it hard, and it's never let me down. Better still, when it does break it's usually in my driveway, which means that it likes me.

SCI: How did you settle on Lotus cars?

Rogers: Actually I owned Alfas for years, but I switched over to Lotus at one point and I just fell in love. I think one of the things that makes them so special is the weight; there's just nothing like a lightweight car, and a mid-engine lightweight car is the ultimate. Other cars have more power, but when you get right down to it, there's something about a 1000-pound car with 100 horsepower that's faster than a 3000-pound car with 300 horsepower! I take it up in the East Bay hills all the time and have a lot of fun giving the motorcycle riders a hard time.

SCI: Is it a hard thing to own?

Rogers: Not at all. I mean, once you get into restoring one of these, well, you're gonna have a lot of cusswords for Lotus, sure. But if you take it from the beginning and rebuild it right you'll have good reliability and great Lotus stories to tell, instead of Lotus nightmares. And of course because they're lightweight they can also be fragile, so you just need to treat them accordingly.

SCI: What's next?

Rogers: I'd like to get a Lotus 47—the racing Europa. Other than that, I'm very happy with this car. No complaints. It fits me like a glove—people are shocked when I get out of this car, because they think I'm going to be five feet tall. I'm not: I'm 6'2"!

SCI: So this is the car you'll die with?

Rogers: Well, not die in, I hope, but die with, yeah, I think so! It's a fantastic car, and I love it. It's my baby. ●

AFFORDABLE SPORTS

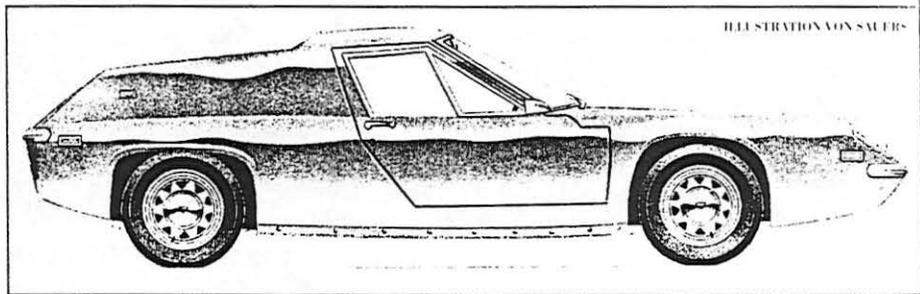
1967-1975 Lotus Europa

This car's no-nonsense bodywork is in perfect keeping with the rest of its philosophy—Lotus set out to build a minimalist mid-engine GT that felt like a racecar with license plates, and that's exactly what they got. The handling, pep and overall road behavior of the diminutive (1300 to 1500-pound) Europa are real eye-openers to enthusiasts raised on beefy overweight tubs like, say, Alfas or Triumphs. As with any Lotus, if you—and previous owners—go by the book and don't try to get clever they can be reliable and quite underpriced. Start letting things go or trying to cut corners, though, and you'll get into trouble fast. Serious Europa wizard Frank Bertrang of Evant, Texas' Sports Car World puts it best: "Get the proper shop

rear (the "Y-structure"), inspect the area around the engine mounts for cracks. Small ones can be welded; big ones are serious.

Bertrang also stresses the need to avoid crash-damaged cars. "The frames are like paper," he notes—once deformed, they're virtually impossible to put right again. Check the structural components for creases, waves and distortion; same with the suspension pieces. Also beware of suspicious fissures in the bodywork. Stress cracks around the trunk, hood and windshield are normal; cracks in sidepanels or wheelwells are not, and indicate an accident.

Most parts are available, though fuel tanks, side windows, brake master cylinders and bumpers are currently in dire supply. A tempting pitfall is to pirate non-Lotus parts and stick them on a



manual and a good parts catalogue," he says. "And use 'em."

There are four basic Europas. The Type 46 (1967-68 S1) is identified by a lack of turn signals between the headlights—the earliest versions are also the only ones with fixed or popout (not electric) windows. The Type 54 (S2) for 1969 had a more powerful Renault engine, while the Type 65 (S2 for 1970-72) added beefier suspension and internal bits. Finally, the Type 74 (Europa Twincam) reigned from '72 to '75 with its sparkling DOHC powerplant.

The very earliest cars' bodies are bonded right to their frames—this obviously makes repair and restoration much harder, so if you're looking at a fixer-upper and can only see an expanse of fiberglass underneath rather than the central-backbone frame itself, you might want to think twice. This frame is built from narrow-gauge steel and susceptible to rot at its front (or "T-structure"): Lift the front hood and poke around the access holes along the steering rack mounting area with a screwdriver. At the

Europa: *don't*. The proper parts are usually modified just enough to fool you.

Find a well-maintained Europa and keep it that way. Check the steering rack for damaged boots, which lead to quick deterioration. Sagging rear springs (check for excessive camber) put undue strain on the rear bearings, splines and gearbox seals. Abused transmissions can be costly. And beware of any car that pegs the temp gauge quickly—the cooling system is critical, but it takes patience to bleed it properly, and a bad owner won't wait to do it right.

Europas aren't for the faint of heart, but an adventurous driver who's also a good common-sense mechanic may find it a dream. Sound S1s average \$4500 to \$6000, with very clean runners bringing another couple grand. Add maybe \$1300 for the more desirable S2 and an additional \$3-4000 for a late-model Twincam. Owner frustration does lead to some true bargains, though. If you find one of those, there's only one question left: How adventurous are you?—Mark Terrapelli



Halcyon days at Hethel

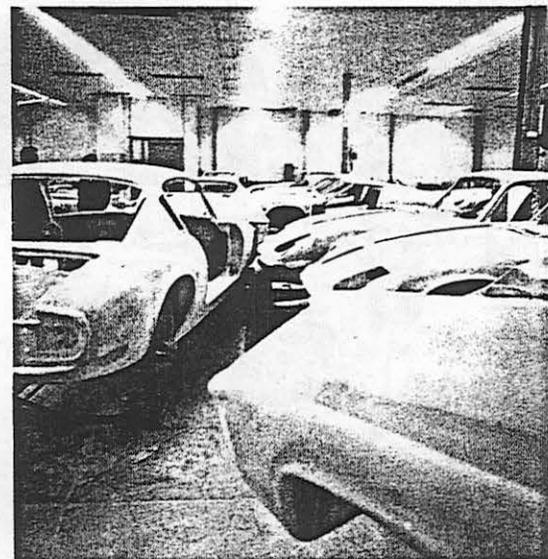


Early '68: a blossoming Lotus has just moved to its brand new factory at Hethel, in Norfolk. Motor made this photographic record of production there

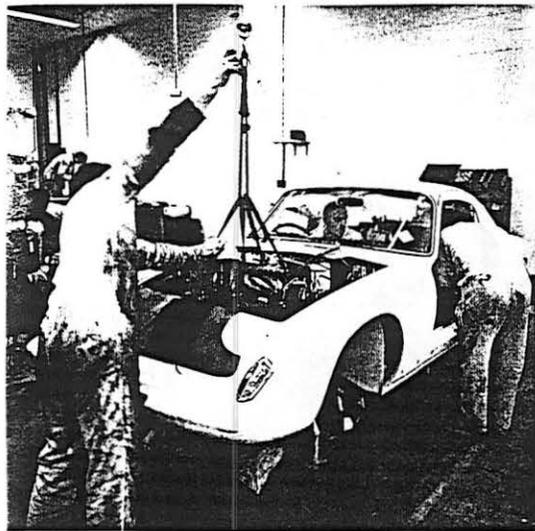
Above, a row of Elans faces three startling yellow Europas: the first production mid-engined small sports car was a great packaging exercise by Lotus



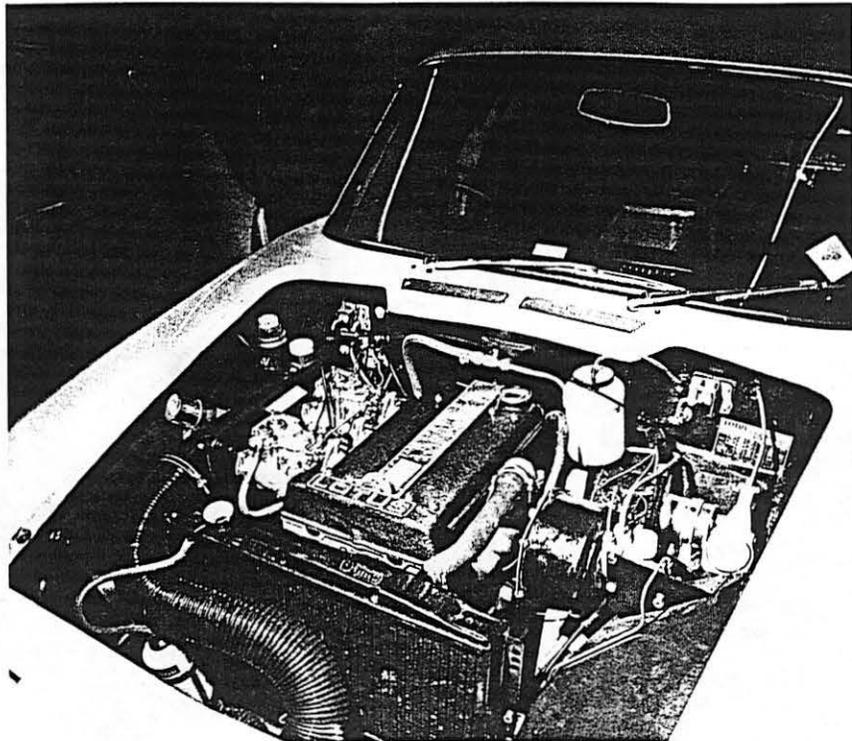
Right and far right, bodyshells were made on other side of the road then transported over to the main factory for finishing. Three models - Elan, +2 and Europa - were in production



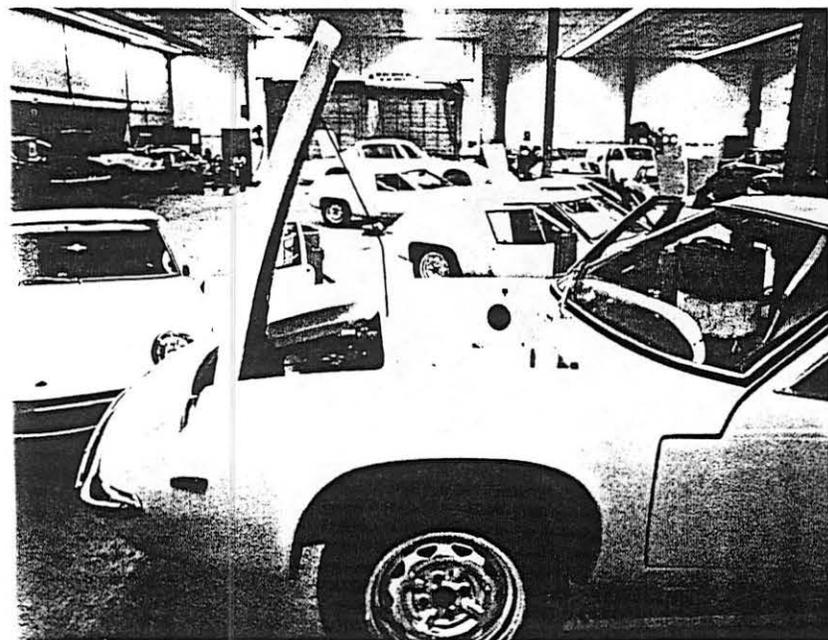
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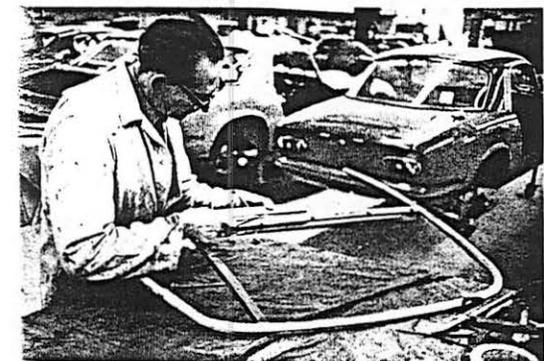
Above, engine and gearbox installation in a Plus 2 was hardly a mechanised affair... Four fitters are in this shot - unless those are dummy legs emerging under the front!



Right, engine bay is now complete and the trim is going in to the interior; note radiator cap resting on top of cam covers - radiator will be filled up later



Left, Europa assembly looks somewhat haphazard in organisation! The car used a similar backbone chassis to that under Elans, but was fitted with a mid-mounted Renault engine instead of the front-mounted Lotus-Ford

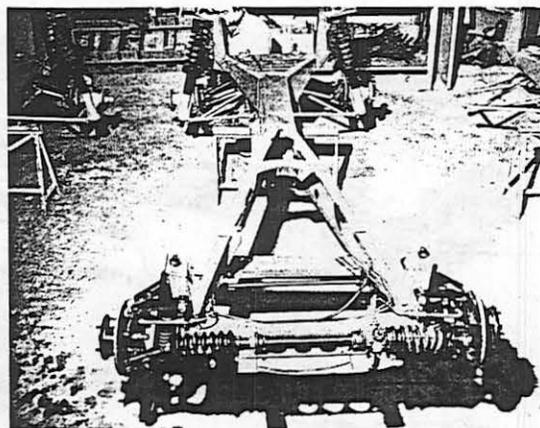
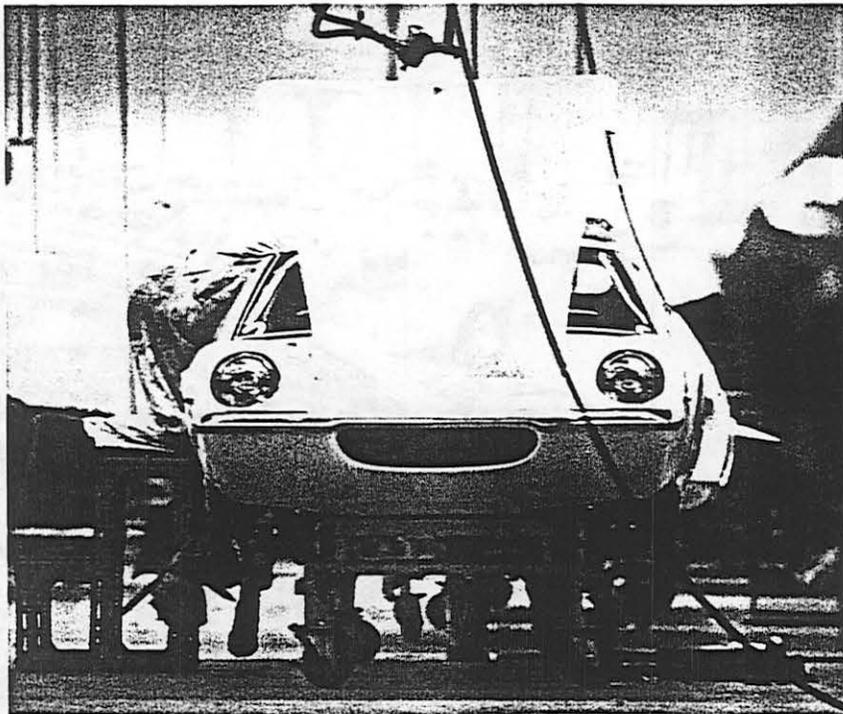


Left, assembling window frame for an Elan S3 fixed-head coupé, probably the red one seen behind



Right, scant regard for the paintwork as Lotus fitter stretches over the back of a Europa; only concession to mechanisation is the air wrench hanging above

PICTURE PAST



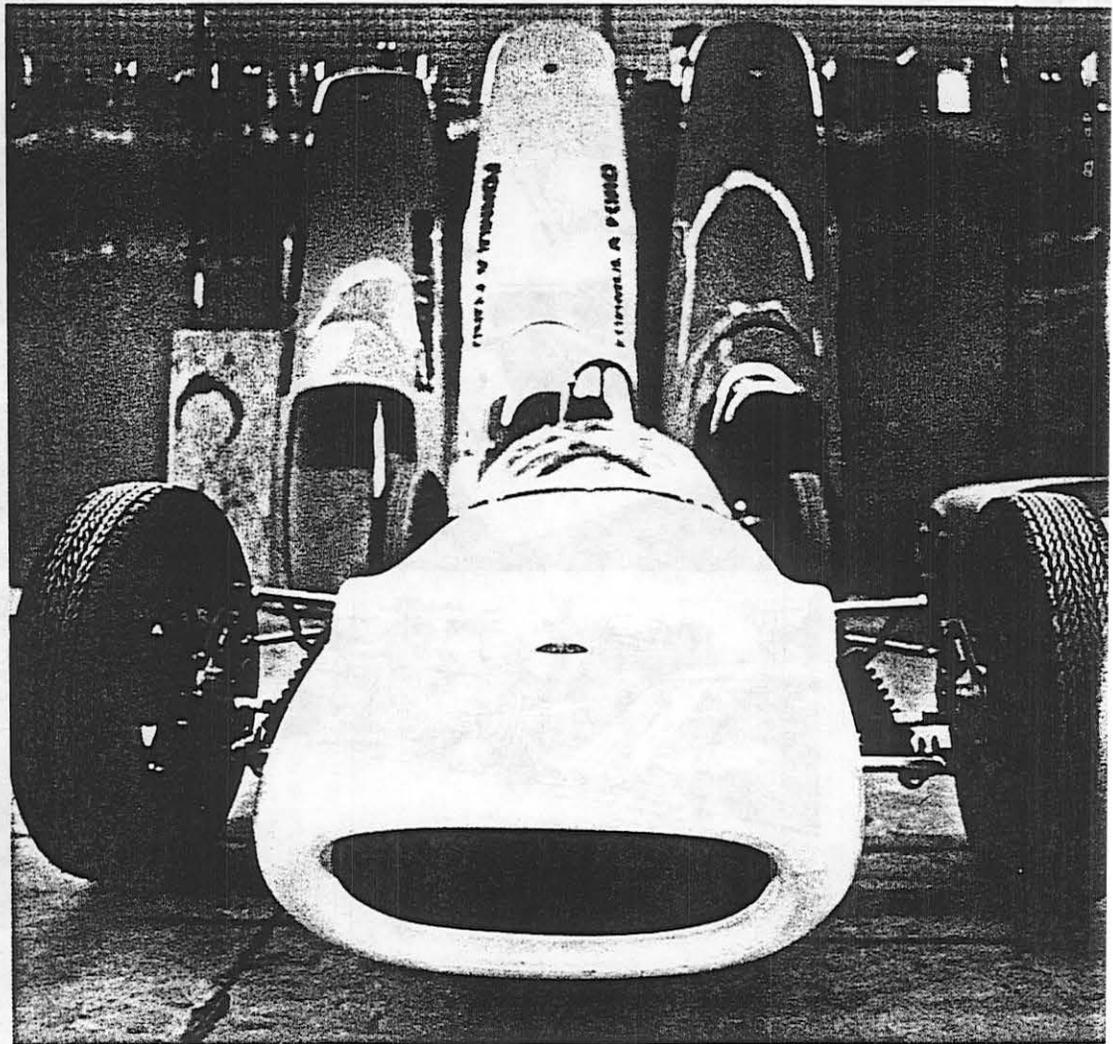
Above, Elan chassis assembly under way. This is a left-hand-drive S3 unit with the suspension, steering and final drive in place; note Chapman strut rear end. Chassis appears to have relatively thin coat of red paint not unlike red-oxide primer; no wonder they tend to rot out eventually.

Left, kneeling in prayer? Europa owners will appreciate the contortions required to work on the engine in its narrow rear compartment. These cars are as yellow as a Fiat Coupé.



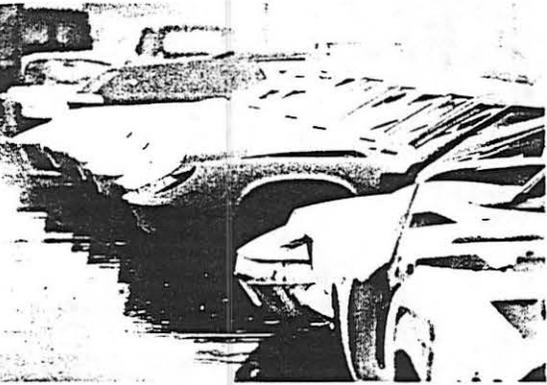
Above, hub and strut assembly to the driveshaft is easier on the bench; did the 'A' on all the hub/strut units behind signify 'Assembled'?

Right, close by the main factory was the Lotus Components shop, where these Formula Ford racers were turned out alongside Lotus 47GTs; there's a Seven body there, too.



Lotus Sales Manager Graham Arnold (now running Club Lotus) took out his Europa for a dismal wet run on the test track.

PICTURE PAST



Above, outside in the rain, bodyshells 'in the raw' await their turn. It appears that Europa bodyshells were self-coloured but Elans were not



Left, he's still working on that Elan door window frame; a skilled task not ideal for a production line...



Above, rear quarter visibility on Europa was horrendous and the fins didn't help engine access either; this scene seems so organised with the three different models intermixed



Above, door fit on this Plus 2 doesn't look brilliant, but maybe the door's not quite shut; rear driveshaft awaits its knock-on wheel. Left, instrument fitting was carried out on bench too; a label on back of glovebox says 'NOBLE': was he the customer or the fitter?



Right, perhaps because these photos were taken in the winter, far more Elan coupés are in evidence than roadsters. Above the cars hangs a sign declaring: 'Lotus quality is everybody's business'

ELCC'S ANNUAL CHRISTMAS PARTY & GIFT EXCHANGE

Is Looking For A Home!

DATE AND PLACE HAS YET TO BE DETERMINED!

**Upcoming
Events
December**

WANTED: Member to host and organize this party. Preferable dates would be Dec. 2nd or 9th. Dinner is potluck with the club providing the ham and pop. *BYOB. \$10 min. on gifts.* This is usually the best attended event of the year with lots of fun. the new club Officers for

1996 will be presented and the calendar of events for 1996 will also be hammered out so bring your ideas. If you would like to have this party at your home call Susan at 827-3223 ASAP so she can get it into the next issue of the newsletter.

Randall Fehr Restorations
30 South Horton Street
Seattle WA 98134 (206) 622 7469



Automobile restoration and repair
Lotus specialist

←
My apologies to Randall Fehr regarding this ad that he submitted. It was mailed to the club's PO Box but it got stuck against the bottom of the mail box. I didn't find it until last month. Sorry for the delay, Randall.

Newsletter of the Evergreen Lotus Car Club



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September/October 1995 CALENDAR OF EVENTS

November

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

December

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

UPCOMING EVENTS

October 28th

GENERAL MEMBERSHIP MEETING 1 PM

Bob & Shari Crichton's

14529 99th Ave S.E.

Snohomish 360-668-6841

The Halloween Party planned for this date has been canceled. A meeting to discuss the election of club officers for next year and the planning of club events has been scheduled instead.

December ?

ELCC ANNUAL CHRISTMAS PARTY & GIFT EXCHANGE

Place and date TBD

We need someone to host and organize this event either the 2nd or 9th of December. Contact Susan at 827-2332 as soon as possible so she can get the information into the next issue. Potluck dinner with gift exchange. Planning of club events for next year.

