



Evergreen Lotus Car Club  
P.O. Box 40481  
Bellevue, WA 98015-4481



# Lotus Lines

Newsletter for the Evergreen Lotus Car Club  
May 2005

## Bob Wells 1947-2005

by Dave Billings

With great sadness, we wish to inform the ELCC membership of the sudden loss of Bob Wells. Bob passed away unexpectedly at his home in Kent, WA, of an apparent heart attack on March 18, 2005, one month shy of his 58th birthday. Those who attend club events with any regularity knew Bob as an extremely cheerful and knowledgeable Lotusphile, who happily engaged anyone in discussion of the cars and lifestyle. His own tastes ran to Europas, of which he had at least two. Bob was heavily involved with SOVREN, always working the corners for their events, and even heading out to Mary Hill in South Central Washington for their annual hill-climb event.

The news of Bob's passing came to the club officers a couple weeks ago, and we've collectively realized how little we knew about him beyond his love for Chapman and the cars. To fill everyone else in, here is what we've learned since then:

Born Robert Allen Wells on April 18, 1947, Bob grew up in Hartford, Connecticut. He was a National Merit Scholar and graduated from Yale in 1969. He then served in the Peace Corps in India. He eventually wound up working in Aviation Planning for the Port Authority of Seattle, a long career from which he had only recently retired. One of Bob's Europas was previously owned by Ken Richins and Susan Hagaman, which they had used to autocross. Unfortunately, we don't know the origin of his Lotus affliction.

I contacted Bob's family to offer our club's condolences, and spoke with his nephew Jason, whom I gather was quite close to Bob. I was describing my realization that none of the club officers really knew much about Bob, despite people like Randall Fehr having spent time with him and trying to extract information. Jason chuckled and said "That's pretty much Bob. I could never get anything out of him before he'd had a few beers." I suggested that we'd tried the same technique, to which Jason added that it probably helped to be a family member.

Jason shared another anecdote that I thought many here could relate to. Apparently, on a visit to his Uncle Bob in Seattle, and on touring Bob's Lotus-filled garage, the following exchange occurred:

Bob (upon opening the garage door, and with stern warning): "Nobody back home hears about this, OK?"

Jason: "Gee Bob, it seems like you've got some projects ahead of you."

Bob (grinning): "Yep, and someday they can all be yours."

On that note, Jason (describing himself as a bit of a car guy) is toying with the idea of hauling one of Bob's cars back East. The family has some thoughts of keeping one of them to be driven at selected track events as a sort of rolling memorial to him.

(continued on page 6)

## Shop Tour of Vintage Racing Motors

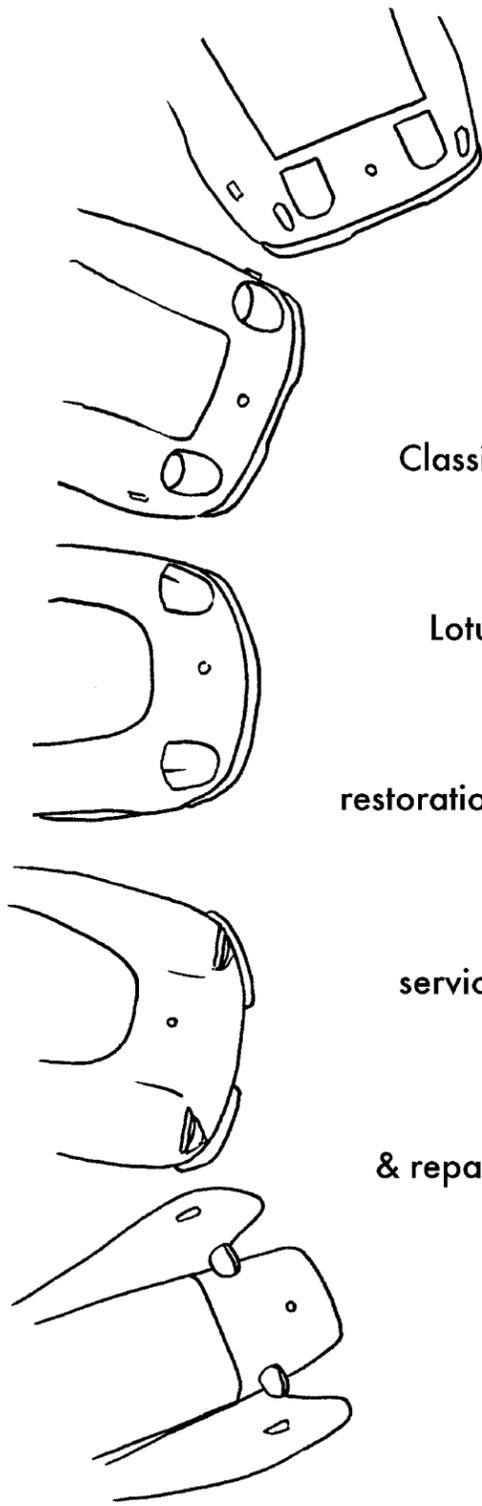
What: A Tour of Vintage Racing Motors  
When: Saturday, May 21st, 9:00am - 12:00pm  
Where: Vintage Racing Motors, 9255 151st Avenue NE, Redmond, WA

I know 09:00 am is kind of early but I expect it will be worth it. Come out and see a great shop that preps, transports and provides trackside service for race cars. This shop also does restoration work on a wide variety of cars. I'm sure whoever was there last time remembers the sound the Porsche 917 (think Steve McQueen in LeMans) made when its engine was fired up. I also remember a nice, old Rolls and an equally ancient Mercedes. Many other sports race cars of every stripe were present and appreciated. Show up in your Lotus expecting coffee and doughnuts and a good time.

Directions:

- From I-5 or I-405, take Hwy 520 Eastbound towards Redmond.
- Take the W. Lake Sammamish Parkway NE exit.
- Turn Left onto W. Lake Sammamish Parkway NE. This road becomes 154th Ave. NE. Continue to NE 90th St.
- Turn Left onto NE 90th St.
- Turn Right onto 151st Ave.
- Vintage Racing Motors is on the Right at 9255 151 Ave. NE.





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### Editor's Note

Sorry for the delay in getting this newsletter out. I promised myself that I would stick to a hard deadline for putting out the newsletter and here it is May and I have already missed a deadline.

Bob Wells was one of the first people that I would look for to chat with when I would go to a Lotus club event. Our chats were mostly about esoteric car stuff. I have been dreading working on this newsletter, because I don't want to think about never chatting with him ever again, but I still have to get a newsletter out. Thanks to Dave Billings and Andre Samson for helping Bob's family.

No book review this month. Aside from the giant Lotus Elise book from Coterie Press, I think I have caught up with my reading. Maybe I need to start re-reading my books.

Last month, I mentioned a Triumph TR7 to build into a stage rally car. Well, it is up for sale now. I had a chance to buy a Historic-eligible stage rally car that was ready to roll and was pretty inexpensive. It is a 1977 VW Rabbit and it was used to win some championships in California in the 90s, so it even has some history. A friend of mine built it and won those championships. However, it is not as cool as a TR7 rally car.

Finally, anyone else wanna take a try at doing the newsletter? The September issue will mark three years of me doing it and I was wondering if anyone else wanted a turn. Just wondering.

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

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

Contact ELCC at:

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

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

Chairman:	Tom Miller	(206)783-9716
	labtrm@vmmc.org	
Membership:	Jim Taylor	(206)232-2237
	jimtaylor@seanet.com	
Treasurer:	Dave Billings	(206)241-2116
	dave@bilcoh.com	
Editor:	Alan Perry	(206)855-9464
	alanp@snowmoose.com	

### From The Chair (continued from Page 3)

traditional American Wagon than our test car..." Although the term SUV hadn't been invented yet this guy was right on the money with that prophetic statement.

Now despite all this other interesting stuff to read my eyes immediately focus on the headline comparison, Ford LTD VS Pontiac Catalina. This is where the real time machine starts to whirrr and pop because my father had a '74 LTD and traded it in on a '77 or '78 LTD, both new. My dad's car was almost exactly like the test car except his was red with a red vinyl top and had the red velour "kustom koffin" interior. Hide-away headlights and fake wire wheel hubcaps don't even begin to complete the picture. The car was almost 19 feet long and weighed exactly 5000 lbs. A 400 cu in. engine making a lowly 173 bhp. but 326 lbs-ft of torque gave this behemoth an observed fuel economy of 14.5 city and 15.5 highway. Maybe that's why it had a 24.2 gal. gas tank. This is one of the cars from my younger years and I drove many,

### Classified Advertisements

Classified advertising for ELCC members is free. Pricing for non-members is available on request. To submit ads and for business ad rates, contact the Editor. Also, please remember to inform the Editor when you want the ad to be removed.

**For Sale:** Utility Trailer For Sale: 3000# GVW, single axle, electric brakes, spare tire. Box is 6 ft wide, 14 feet long and 4 ft high. Wooden ramps, tie downs and "come-a-long" and soft vinyl top used to transport Lotus Seven, Elite, Europa, Elan. \$1200 davidcaley@centurytel.net (360) 297-4362.

**Parts Wanted:** for 1968 Series III Seven. Engine brackets for crossflow, front lower a-arms, handbrake lever. Andre, 206-528-8141, ags58@earthlink.net.

**For Sale:** 1974 Lotus Elite, original owner, only 18,439 miles; 4 passenger. Lifetime in heated storage, engine pickled, air conditioned, 5 speed, am-fm tape, interior near perfect, body perfect - no dings, paint good - Marina Blue. All manuals. \$7000.00. Chuck Stacy, 253-639-3971.

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

**For Sale:** 1991 Elan (M100). Around 1990 General Motors bought Lotus and challenged them to produce an open sports car that could advance the state of the art and yet be practical, a car that would be faster point-to-point than any other car on the market. Lotus spent scads of GM's money and succeeded

many miles doing some very bad things with it and I absolutely loved seeing it in this magazine. Here's one quote that explains the car perfectly but is the true antithesis of what you'd want in a Lotus, "...things are happening under the LTD, but inside the passengers might be in a hovercraft, floating above a thick layer of spongy silence." I'm sure my dad felt like a million bucks driving this thing. Heck, even I thought it was a crazy, goofy, "look at me" machine. But in retrospect I can't help but see it as a prop in an Austin Powers movie that some stereotypical pimp would drive.

The automotive scene has changed a whole heck of a lot since 1977, for the better, but I really enjoyed looking back at it. Here's hoping you find something in a long forgotten box that does something similar for you.

See you next month, Tom

with the M100 Elan. Of course, in typical Lotus tradition, they lost money on every one sold and GM pulled the plug on the US market Elan after less than a year. This car has been an amazingly reliable daily driver from the time I bought it until my Elise replaced it. It has less than 39,000 miles and is in very good shape. The car is in Bellevue and can be seen at: <http://www.galos.net/mike/CarsForSale>.

**For Sale:** 1963 Lotus Elan Series 1. 45700 miles. Red with original gray top and gray center console. Original teak 3/4 dash. Original style steel wheels and hub caps. A great example of the earliest Elans with low miles. Would prefer to sell to a good, local home. \$18,000/Make offer. Maury Montag, 425-391-5359.

**For Sale:** Lotus 18/21 F1 car. S/N 918 - 1961 UDT Laystall. FIA papers/ Historic Lotus Register. Very good condition. Fresh FPF 1.5 L engine by Stuart Rolt. HD5 gearbox with full set of spare internals. Drivers have included Stirling Moss, Maurice Trintignant, Graham Hill, Masten Gregory. Last outings were Goodwood Revival 2000, Isle of Man Three Hills and Silverstone (HSCC). The car has been parked the last two+ years. Located in Bellevue WA. There is a substantial collection of photos and history, should you be interested. Note that the car does not have it's original body or tubes (it's on it's third set). Tim Towey. 425-454-0610. [timtowey@comcast.net](mailto:timtowey@comcast.net).

## **Bob Wells** (continued from page 1)

In all, Bob had a small family, consisting of his parents Arthur & Shirley, sister Nancy, her husband Brian and their son Jason. His sister will be handling his affairs, and will be out here in the coming weeks. A memorial was held in Seattle last month, though a date has not been.

In a final effort to know the person who moved so easily among us, and shared our enjoyment of Lotus cars, I'd like to invite everyone to send me any stories or memories of Bob that you have. My hope is that we'll get a collection of

thoughts that we can print in the next issue. Please send them to [elcc@bilcoh.com](mailto:elcc@bilcoh.com).

Like many of us, I didn't know Bob well, but I always looked forward to seeing him at an event. For the moment, I imagine him buying a pint for Colin, praising him for his wonderful cars, and chastising him for his long association with Lucas. I hope you'll join me in raising your next drink to Bob. He'll be missed.

## **Run To The Gorge Rally and Tour, May 28-29** by Arnie Taub

The 7th Annual "Run to the Gorge" is open to all cars. This is not a time/distance rally, there are no traps. It is run in the style of European events where you will be given maps and instructions to make your drive a pleasant one. The tour will take you south through back roads to the Washington side of the Columbia Gorge, then to the final destination of Hood River, Oregon. The Hood River Inn will be the host hotel for dinner and overnight stays. At dinner we will have the opportunity to go over the day's events and award prizes. On Sunday morning, we will meet up again and head north using a different route. These are roads you probably haven't driven through before. Great places like Kelso, Napavine, and Onalaska. The tour will be leaving

from Jaguar of Tacoma, located in the Fife Auto Mall, just west of I-5.

On Sunday morning we will take a short tour to White Salmon, WA. for breakfast at the Elkhorn Bar and Grill. After breakfast we will have a drivers meeting giving the return route. We invite you to explore the many shops in White Salmon, before you start your return trip. Can't stay overnight? You can still join us for the drive only or stay for dinner and you could still be back in the Seattle Area by midnight.

Questions? Contact Arnie Taub (425-644-7874 or [ataub@att.net](mailto:ataub@att.net)) or visit [www.abfm.com](http://www.abfm.com) for an entry form and more info at the website.

## **Event Calendar**

ELCC events are listed in **BOLD**

### May

- 15 NWARC Lapping Day, Bremerton
- 15 SCCA Solo II #2, Packwood
- 14-15 SOVREN Spring Sprints, Pacific Raceways
- 21 Tour of Vintage Racing Motors, Redmond**
- 25 TC Driver Training, Portland Intl Raceway
- 28-29 Run To The Gorge, Hood River, OR
- 29 SCCA Solo II #3, Bremerton
- 30 BSCC Autocross #3, Bremerton

### June

- 2-5 West Coast Lotus Meet, Lake Tahoe, CA
- 5 BMWCCA High-Performance Driving School, Pacific Raceways
- 12 BSCC Autocross #4, Bremerton
- 15 NWARC Lapping Day, Pacific Raceways
- 19 SCCA Solo II #4, Packwood
- South Of Olympia Tour III**

### July

- 1-3 SOVREN Pacific Northwest Historics, Pacific Raceways**
- 3 BSCC Autocross #5, Bremerton
- 10 BMWCCA High-Performance Driving School, Pacific Raceways
- 23 All British Field Meet, Bellevue Community College, Bellevue**
- 29-31 ALMS Race, Portland Intl Raceway

### **Car Clubs**

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

### **Racing Clubs**

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

## **From The Chair**

I experienced a trip in a time machine the other day. My wife and I had decided to empty out a storage unit and, of course, it was full of useless junk. I have no idea why we would pay someone to house this stuff other than it had some sentimental value or we were in too much of a hurry to throw it out.

Anyhow as I was fishing through a box, discarding most and saving some, I came upon my time machine, 2 issues of *Car & Driver* from 1977. I don't know how I obtained these, my name was not on the address label. Unlike some in the club I don't squirrel away a lot of stuff like this, in fact these are the only two magazines I've found in the whole pile. I sat staring at them mentally scratching my head.

This will be good I thought. I toss my carpool partner all my month old *Automobile* magazines and he does the same for me with all his old *Car & Drivers*. I'm very familiar with what the current magazine looks like. So I gently open up the March and January 1977 issues and all I see is black and white. The only color is in the ads. and there's not a lot of that. What color I do see is quite drab. The whole layout and typeset look ancient and amateurish. Zing? Eye appeal? Nope. Pretty thin and flimsy feeling too.

After this surprising first impression I start scanning and soon get to the good stuff. First the ads. Each one has the Oldsmobile Cutlass Salon touring a race track, one Lime Rock and the other Road America. I quote, "As we mentioned, Lime Rock was designed for the handling car. Our Salon met it's challenge beautifully." There is an ad for the Datsun 200-SX, a true abomination. The Fiat 131 has a \$400 rebate, the words \$400 BACK in type bigger than the car. TR7 \$4995,

no comment. (*Editor's Note: Watch it, Tom!*) A rubber bumpered MGB, again no comment. A full page color STP ad. Does anyone use this stuff anymore? A two page color Renault (pronounced Renawlt back then by my Midwestern neighbors) Le Car ad. with subheadings such as Le Fantastic ride and Le Performance. Scads of VW bug kit car ads. The Laser 917, the Daytona MiGi, an MGTD look a like, and the venerable Bradley GT, "You've made your own mark. Isn't it time to make your own sports car?" There are some really neat ads. too. I'm a real Porsche fan and the 911 looks as beautiful and timeless as it ever has in a great two page layout. The VW Scirocco looks pretty cool especially next to a race Scirocco with chin spoiler and fender flares. The Honda Goldwing GL-1000 is neat. Coilovers, wire wheels and no saddle bags. The Lancia ad for coupe, sedan, HPE and Scorpion is pretty nice but the most interesting ad is on the back of the March issue. Four drivers on the Gabriel shock test team, Al Unser, Richard Petty, Dan Gurney all looking slightly geekish and then Parnelli Jones radiating a square jaw and broken nose look with a neck like a fullback, as wide or wider than his head.

And now on to the table of contents: CB Radio, The 40 channel future and what to do with your 23-channel set. Preview, Ford Fiesta, what will happen when it arrives here? I plan on giving this issue to Randall if he wants it. Road tests on the Capri II R/S, Lancia Beta HPE, Toyota Corolla Liftback, Ferrari 308 GTB and the AMC Cherokee Chief. This last test had a very interesting conclusion. "It would be difficult to imagine a better replacement for the

(continued on page 7)

## **Bob Wells Auction**

As noted in the cover story, Bob Wells passed away in March. Bob's sister is handling wrapping up his affairs, however she lives in Connecticut, which makes the situation even more difficult for her and her family.

After much consideration, the family has decided to put Bob's collection of cars, books, models, etc. up for auction. Planning for the auction is still underway, but the expected date for the main sale is 4 June. I saw his collection a couple of years ago and it has some cool stuff, so you can help the family out by making sure Bob's stuff goes to a good home.

For more information about the auction, contact Dave Billings at [dave@bilcoh.com](mailto:dave@bilcoh.com) or 206-241-2116.

The family is interested in selling his Europas and Featherlite trailer to someone in the club, outside of the auction, if there is interest. There is a 1973 Europa Special (\$2500 obo), a 1974 Europa Special (\$2500 obo), the ex-Ken Ritchins autocross Europa (\$5500 obo) and a 18-foot Featherlite enclosed trailer (\$10000 obo). Photos of these items may be found at <http://www.bilcoh.com/Wells/index.html>.

  
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## Annual ELCC Spring Sprints at SyKart by Alan Perry

In March, the annual ELCC Spring Sprints karting session was held at SyKart in Tukwila. In the calendar section of the newsletter, this event was referred to as the annual “Andre beats us all at karting” and that is pretty much how it went.

Attendance was very good. It was so good that we had to separate into two run groups. Unfortunately, with the obligatory recovery and BS’ing break between our heats, it made for a longer than expected day.

So, who showed up? Let’s see ... event host Dave Billings, Andre Samson, John Schneeman, Richard Boyd, Tom Miller (our fearless leader), Tim Holmgren, Alan Perry (me) and daughter Emma, Michael Standing Wolf, Chuck Conti ... hmmm ... I think Lin Hayashi ... I should have written the names down. There were a few more.

The track configuration had changed since the last time that I was there. The back straight had a kink at the end and the turns at the other end were just as twisty, but rearranged. New karts were introduced before last year’s Spring Sprints, but I wasn’t there. The new karts are a vast

improvement over the old ones. There seemed to be more consistency between the karts and they were more controllable. They seemed much easier to steer with the throttle than the old karts.



As noted, the best time was set by Andre, followed by Lin.

After everyone else left, Emma and I stayed on for two more heats. I think she wanted to keep going until she put in a faster time than me, which she did towards the end of the last heat.

BTW, I recommend four karting heats for anyone looking for a good workout. I was very sore for a few days.

## Park Place Open House

In April, Park Place, the local Lotus dealer, hosted an open house on a Sunday morning. In addition to Lotus Club members, recent Elise purchasers and people on Park Place’s Elise waiting list were also invited. Sean Lane hosted the event and it was very well attended.

Food was served. A drawing for prizes was held. The service area was opened up with an Elise and an Esprit up on

lifts and staff available to talk about the cars. A Type 23 (one of the cars that Chapman took to LeMans) was on display. They even washed Alan Perry’s Elise for him.

Park Place reserved the spots in front of the Lotus/Car Nutz building for Lotus parking and managed to fill every space and then some. I don’t think that many Lotuses have been driven to a Lotus event in the Seattle area for some time.

## WCLM Registration Closes May 15th

Register today on-line at [www.gglotus.org/wclm05](http://www.gglotus.org/wclm05).

2005 West Coast Lotus Meet - Quick Facts

Dates: June 2-5, 2005 (Thurs-Sun)  
Location: Lake Tahoe, CA  
Track: Reno-Fernley Raceway (Fernley, NV)  
Hotel: Granlibakken Resort, Tahoe City, CA

*Too Much Lotusing to Do!*

The 2005 WCLM will begin Thursday evening with event registration followed by a cocktail hour and an opening dinner at the historic Granlibakken Resort. The Granlibakken is nestled in the Tahoe pine forests on 74 private acres. With plentiful parking, hiking trails, swimming pools, saunas and tennis courts the Granlibakken will be relaxing and a perfect headquarters for the 2005 WCLM.

Friday will start off bright and early for those participating in the optional WCLM Lotus Track Day at the Reno-Fernley Raceway. The Reno-Fernley Raceway offers sweeping turns, tight technical sections and long straights, challenging for both driver and machine. It’s a great way to enjoy your Lotus and put a smile on your face.

Or on Friday you can join the WCLM Tahoe Tour. This informal driving tour will take advantage of some of the local twisty, scenic roads and will give you a chance to really enjoy the beauty of the Tahoe region and the Sierras.

Friday ends with a wonderful casual cocktail hour and the 2nd WCLM check-in time at the Granlibakken.

Saturday, June 4th opens with a fun drive to the WCLM Autocross site at the Lake Tahoe Airport. Just after lunch will be an option drive (or continue autocrossing). Then, we’ll gather at the Granlibakken and caravan to the National Auto Museum located in downtown Reno. The National Auto Museum houses the Harrah Auto Collection. The WCLM will have private use of the Museum for an evening that includes cocktails and gala dinner buffet.

The final day of the WCLM, Sunday, June 5th, will feature the WCLM Concours. Set in the scenic Sierras, this special display of Lotus cars will top off a wonderful 3 days of the Lotusing. The WCLM Concours will conclude with a catered luncheon and awards ceremony.

Enter Today!

## Park Place Open House Photos



## John DeLorean Dies

John Z. DeLorean, the father of the Pontiac GTO and the man behind the DeLorean DMC-12 (engineered by Lotus), died on 19 March from complications following a stroke. He was 80 years old.

DeLorean grew up in Detroit and Los Angeles. He played saxophone in a jazz band and got a music scholarship to an engineering school in Detroit and switched to studying engineering. He joined Chrysler in 1948 and, in 1956, he joined GM as engineering director for Pontiac. He eventually led Pontiac and Chevrolet and left GM as a Vice President.

While at Pontiac, he created what many consider the first muscle car when he had a V-8 engine put in a Pontiac Tempest to create the GTO.

In 1973, DeLorean left GM to start DeLorean Motor Car Co. and build a stainless steel bodied sports car, best known to the general public through its appearance in the *Back To The Future* movie franchise.

The DMC-12 was the only car ever produced by DeLorean’s company. It was also designed by Lotus Engineering.

DeLorean had an idea for a stainless steel body on a plastic chassis. However, the prototype car had handling issues and he called in Lotus to assist. The plastic chassis proved to be insufficiently rigid and Lotus eventually re-engineered the car to take a backbone chassis, similar to that used in the Esprit. Unfortunately, the steel body and steel chassis were too heavy for the output of the selected engine. Lotus produced a turbocharged version of the car with better performance, but it never saw production.

Eventually, the whole situation fell apart in spectacular fashion. The DMC-12 was built in North Ireland with loans from the British government. The car was launched during an economic recession and it had lackluster performance for a car in its price range, so sales were soft. The British stopped providing loans (reportedly because the jobs created by DeLorean’s factory were not resulting in a decrease in anti-British violence in Northern Ireland as was hoped). DeLorean was arrested for selling cocaine (later acquitted because of entrapment claims), supposedly to help save his company. DeLorean Motor Company folded in 1983.

The British accused DeLorean, Colin Chapman and Lotus financial guy Fred Bushnell of pocketing much of the money loaned to build the DMC-12 in an off-shore account for their own personal use. Bushnell was later convicted on these charges. Chapman died while the issue was under investigation.

DeLorean claimed to be innocent and was later acquitted. He said that he was a victim of a “dirty tricks” campaign by the British and suggested that Chapman was murdered and had been a member of Britain’s intelligence service.

Despite his later problems, John DeLorean was an innovator who left his mark on the automotive industry.