

LOTUS lines

EVERGREEN LOTUS Car Club

DECEMBER, 1985

Terry Elmore, President
3010 132nd Ave. S.E.
Snohomish Wa. 98290

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Vashon, Wa. 98070

I know, I know . . . it's the holiday season and you've got hundreds of things to do and only have half the time necessary to get them all done. But why not take a couple hours break from the hectic rush and get together with Evergreen Lotus this month. You can always leave the meeting early. It takes place at 12:00 noon, Saturday, December 14th at Jim Orgill's place in Bothell. (Map and instructions are to be found on another page.) At the same time you might take a look at Jim's 1970 Europa S2 which he has just put up for sale -- he's finally seen the light and is starting his search for a Seven! Jim's Europa is the one that took 3rd place at the Portland All-British Field Meet -- it's got only 53,000 miles and is original throughout. He's asking \$6700 and can be reached at (206) 527-9393 days and (206) 481-5863 evenings and weekends if you can't get to see it at the meeting. Someone help this man out!

If you can't make our December meeting, the next one has been scheduled for 12:00 noon, Saturday, January 11th at Terry and Lezlee Elmore's Snohomish home once again. You've got plenty advance notice for this one!

At our last meeting we had one each Europa, Elan, and late Elite plus two Sevens show up on a typical blustery northwest fall day. If Jim Orgill can find his Seven, if Bill Boyer gets his Seven America rebuilt (how's it coming, Bill?), and if Mike Price decides he can't wait for spring and takes his Super Seven off its blocks, all you Elan, Europa, and Esprit owners will be quite out-numbered. One of the Sevens that was present for this meeting was Steve Shipley's recently completed Westfield Seven kit, looking sharp with a polished aluminum and pure white finish. It's powered by a 1600cc cross-flow Ford from a Capri and is breathing through a Cortina 2-barrel Weber. Steve got his kit on April 17th and spent most of his spare time in June, July, and August building it. Then it took him through September and October to get past the gauntlet laid down by the state inspectors in order to register it. Anyone out there interested in a similar project can reach Steve in West Seattle at 935-5215. (P.S. -- Vicki, it'll be more enjoyable in warmer weather. Hang in there!)

Those of you who attended the Kingdome new car show this fall probably made the climb to the upper level to check out the Lotus Turbo Esprit on display courtesy of Dewey Griffin Imports, Washington's only authorized Lotus dealer. As some of us discovered at their September open house, there are some enthusiastic and knowledgeable folks up there in Bellingham. At the Kingdome show they had a lengthy video that toured the factory and showed the steps in the construction of an Esprit. We've been promised a loan of the tape for a future meeting -- January 11th at the Elmore's perhaps. Watch for it as it's worth attending the meeting to see. Dewey Griffin Imports is also interested in building up a Lotus parts supply and would like to hear of your needs.

They can be reached at 1200 Iowa St., Bellingham, WA 98226 and can be telephoned at (206) 676-4555.

(P.S. -- This is a free plug. All the payola I've received is the free Lotus hat at the September open house and a chance to sit in the Turbo Esprit in the Kingdome for a fantasy ride.)

We've all been a little negligent this year when it comes to paying dues. At the last meeting it was decided to ask everyone to send in their contribution by the 1st of January so that we start the new year off right. The cost remains the same -- \$10.00. The dues go only to cover the cost of reproducing and mailing the newsletter -- those of you who can't make it to the meetings needn't fear that the rest of us are eating and drinking up the treasury. \$10.00 is less than \$1.00 per month to stay in touch with the Northwest Lotus underground -- not a bad deal. After the end of January we'll adjust the roster to reflect the current membership and publish it in the newsletter again. At the same time that you send in your dues we'd like you to take a minute to fill out a short survey so that we might hear from you folks whom we don't get to see often. Thanks.

Lotus extravaganza

Ayrton Senna's inspection of the oldest known Lotus, the Mk3, as it stood next to the Norfolk company's latest Formula 1 contender, the 97T, on the pits straight at Brands Hatch summed up what the Club Team Lotus Family Weekend was all about over July 27/28.

The Mk3 was Colin Chapman's first competition car designed for circuit racing. Austin-based, it was without doubt the fastest 750 car to compete in 1951. While the 97T cannot make quite such a strong claim on the Formula 1 circuits (although it has won two Grands Prix this year), it is probably the most beautiful F1 car competing.

Following Hazel Chapman's official opening of the circuit mid-morning, a three lap demonstration of historic Lotus cars was followed by the first race of the day -- the Historic Lotus Race for pre-'61 cars. There followed an ambitious and star-studded Ford XR3i Celebrity Race in which ex-Lotus works drivers were invited to race against each



The Club Team Lotus Family Weekend at Brands Hatch saw a huge marque turn-out

other in the Brands Hatch Racing School cars. Twelve drivers competed, each one with individual sponsorship to raise money for the Gunnar Nilsson Campaign and Racing for Britain. The celebrities need no introduction: Sir Jack Brabham, Sir John Whitmore, Jack Sears, John Miles, Peter Warr,

Peter Jopp, Mike Beckwith, David Piper, Les Leston, Chris Barber, Divina Galica and Bill Allen. Brabham won the event, after disposing of Miles (and Galica who started in pole position). Such friendly rivalry raised £2100 for the Gunnar Nilsson Campaign and £1475 for Racing for Britain.

While the racing was going on, 800 Lotuses gathered in the display area behind the grandstands, and 150 Lotuses turned up for the concours. There was strong representation from other Lotus clubs, notably the Lotus Drivers Club, East Anglian Lotus Car Club and the Lotus Seven Club. After an all-day judging session, Julius Thurgood won 'best in the historic class' with his MkIX and Anthony Booth took 'the post-historic class' with his Europa Special.

With concours, rally and demonstrations or circuit races running all day, it will be remembered by many Lotus enthusiasts as the greatest Lotus club day ever. The good news is that Club Team Lotus and Brands Hatch think the same, and it should all happen again in 1987!



Ancient and modern: oldest known Lotus, the Mk 3, with the latest GP car, the 97T

DIRECTIONS TO LOTUS MEETING DECEMBER 14TH

GOING NORTH ON 405:

(A) → DO NOT GET OFF ON THE BOTHELL EXIT... KEEP GOING NORTH UNTILL YOU REACH EXIT # 26 (BOTHELL HWY)... TAKE A RIGHT TOWARDS SILVER LAKE... YOU ARE NOW 2.5 MILES AWAY FROM MEETING PLACE. YOU WILL GO THRU 1 STOPLIGHT... 1 FLASHING LIGHT THEN A STOP LIGHT AT 200TH.. KEEP GOING... YOU WILL SEE "CAINS RENTAL" ON YOUR LEFT... THEN "MEDICAL CARE" ON RIGHT.... THEN "TAILS-A-WAGGIN" ON LEFT... LOOK FOR SMALL SIGN "196TH ON YOUR RIGHT... TAKE A RIGHT TURN GO UP THE HILL... APPROX. 1 MILE... CURVES... LOOK FOR "LOTUS" SIGN ON BLACK MAIL BOX. (LEFT) YOUR HERE !!

GOING SOUTH ON 405 FROM I-5:

"PIECE OF CAKE"... GET OFF ON FIRST EXIT (BOTHELL HWY)... TAKE A LEFT AND FOLLOW INSTRUCTIONS ABOVE (A)...

To EVERETT

JIM ORGILL
19310 GRANNIS RD
481-5863

ALDERWOOD
MALL

LYNNWOOD

5

MOUNT LAKE
TERRACE

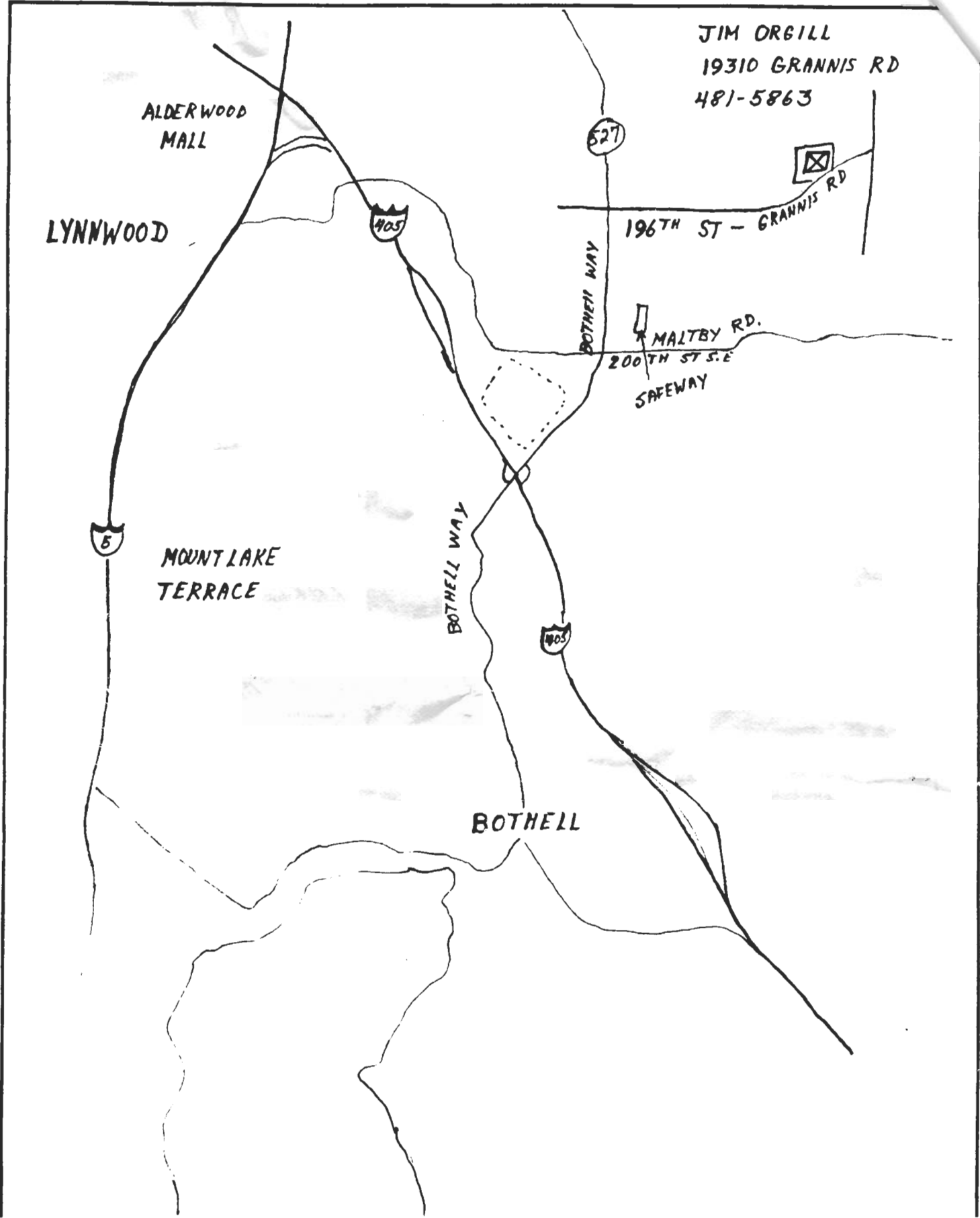
BOTHELL WAY

BOTHELL

527

196TH ST - GRANNIS RD

MALTBY RD.
200TH ST S.E.
SAFEWAY



EVERGREEN LOTUS
MEMBERSHIP FORM

Renewal

New Membership

Name _____

Address _____

Telephone _____

Lotus Model(s) Owned _____

MEMBERSHIP FEE: \$10.00 (Please Enclose)

Return To:

Terry Elmore, President
Evergreen Lotus
3010 132nd Ave., S.E.
Snohomish, Wa. 98290
Tel: (206) 334-5768

1. What prompted you to join Evergreen Lotus?

2. Has the club lived up to your expectations?

3. If not, what would you like to change?

4. What sort of club sponsored activities would you participate in?

5. Are there geographic restrictions to your attending activities/meetings? How could they be overcome?

6. Do you know other Lotus owners who are not members? Are they interested in joining? (Give name, address, phone, and type of car if known)

7. Additional comments:

1969 Lotus Europa Chassis #1508 by John Berger

This car was originally sold through Bob Challman Motor Cars in Huntington Beach, California. It was sold by the original owner to John Berger of Vancouver, Washington on April 4, 1979 at the Long Beach Formula 1 Grand Prix. Not long after the sale a restoration and modification project was started.

Lotus Europas in general have several engineering problems as delivered from the factory. These individual problems lead to overall unreliability. All of them have been engineered out of this car. Engine and gearbox, cooling system, rear suspension and electrical system are a few of the chronic problem areas on a Europa that have been re-engineered on chassis #1508.

The engine and transaxle are from a 1981 Audi 4000. The 4000 uses a 1715cc fuel injected Rabbit/Scirocco engine and an inline 5-speed transaxle. The gearbox had 30,000 miles on it and the engine was completely rebuilt and balanced before installation. The shift linkage was hand fabricated and is much lighter in feel and has a shorter, more positive throw than the stock set up. A custom four-tube header was professionally made to fit the application.

Anyone who has owned a Europa for any length of time can tell you about the never-ending battle with the rear suspension, including rear wheel bearings and stub axles. The system used on this car includes a sliding spline Datsun 280Z rear axle, a Chevrolet stub axle with Chevrolet wheel bearings and disc brakes. To modulate brake bias front to rear a dual master cylinder balance bar was constructed. The rear suspension uses an upper link as well as a lower link, much like the Lotus 47 design. Both links are adjustable to allow for alignment. All the deficiencies in the original design are gone.

Europas as well as most other Loti, are known for having marginal cooling systems. This was solved by the installation of an Audi 5000 radiator with electric fan. Cooling capacity was doubled and the weight stayed close to the same. End of problem!

Electrical woes? Not anymore! Lucas' disease is curable. With VDO gauges. Additions inside include a new dash with glove box door (they didn't come with one); new dash pad; new carpets; intermittent windshield wipers; 50 watt per channel digital stereo with Alpine speakers; 12-inch, thick leather steering wheel; left foot brake pedal; and redone seats.

The front suspension on Europas has always been basically trouble-free, so not much needed to be done other

than replace all worn parts. Upper ball joints, tie rod ends, etc. Stock front brakes are from a Triumph Spitfire and are 9" units. These have been replaced with 9.75" Triumph GT6 brakes. Calipers are larger, and the pads are new. With the combination of larger front brakes, discs in the rear. with a balance bar for perfect bias and much stickier and larger tires, it's important to be strapped in before you nail the brake pedal (it's hard to see from under the dash).

The sway bars on the car were developed by Quickor Engineering for an E-Production Europa race car that was raced (successfully) by myself (John Berger) from 1976 to 1979. The rear bar is adjustable for balanced handling. Both bars are plated for corrosion proofing. The braking system, rear suspension, rear wheel bearing conversion, and left foot brake pedal as well as the sway bars were part of the race car's development program.

The springs are new (Fall 1984). They have been shortened a couple of inches but are stock spring rates. There is no reason to go to stiffer springs in a car that doesn't lean anyway. The ride would just deteriorate. Shock absorbers were replaced at the same time and are Spax 10-position adjustables with the adjustable spring perches for changing the ride height at the owner's discretion (racing shocks).

Tires are Dunlop SP Sport specials- 205/60-13 in front and 215/60-13 in back. 80% tread left (March 1985). Wheels are 6X13 Shelys (Minilite copies).

That should cover most of the mechanical part of the car, so now on to the cosmetics.

Removal of all stress cracks was farmed out to a shop for around 700 dollars. Then came many months and hundreds of hours of my personal labor to build the fender flares and the removable air dam that contours into the front flares. The finish work and paint was done by Mini-Motors in Salem, Oregon at a cost of 1300 dollars. Mini-Motors is a Jaguar restoration shop and they do very nice work. It was painted with catalyzed acrylic enamel (June84). Thanks to new door seals and a new windshioled seal, and my wife, who held the garden hose on the car while I, on the inside, traced and cured leaks this is the only Europa I know of (maybe only Lotus) that doesn't leak.

The response to the car in the 2000 miles I've driven it since completion has been worth the effort. It's usually a shock to the admirer to find out the car isn't brand new. The car stimulates lots of interest and I'm happy to say it's the right kind- No tickets yet! I don't know why but the police don't bother with it.



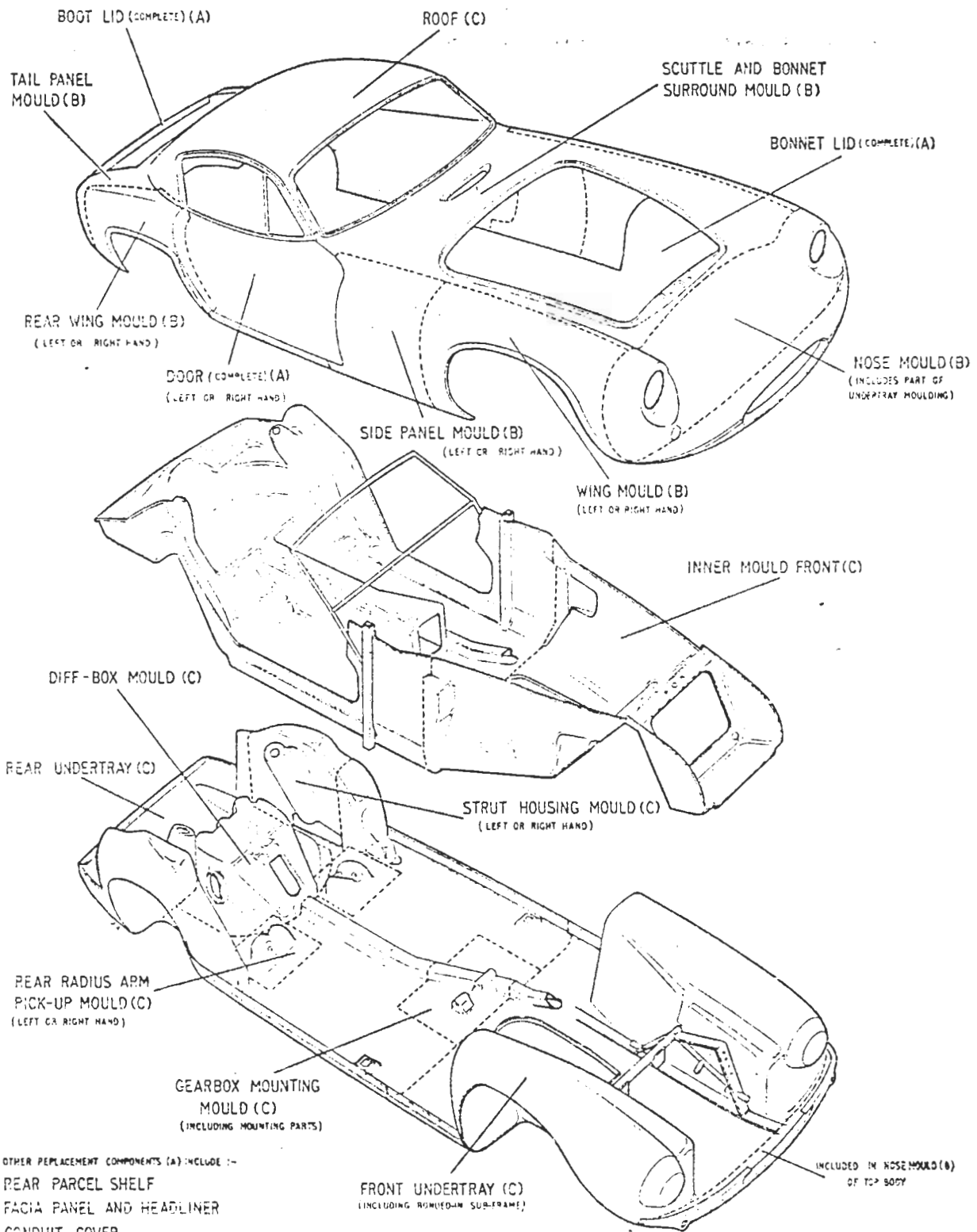


LOTUS lines

FINAL "CATCH-UP" ISSUE FOR 1985

EVERGREEN LOTUS CAR CLUB

3010 132nd Ave. SE
Snohomish, WA 98290
334-5768



OTHER REPLACEMENT COMPONENTS (A) INCLUDE :-

- REAR PARCEL SHELF
- FACIA PANEL AND HEADLINER
- CONDUIT COVER
- DOOR HINGE COVERS (LEFT OR RIGHT HAND)
- PASSENGERS PARCEL SHELF (LEFT OR RIGHT HAND)
- HEATER DUCT (DRIVERS SIDE ONLY, LEFT OR RIGHT HAND)
- RADIATOR DUCT (SEE FIG.1)
- BATTERY COVER

- (A) REPLACEMENT COMPONENTS
- (B) STANDARD REPAIR MOULDS
- (C) REPLACEMENT SECTIONS

JANUARY MEETING Saturday, 11 January 1986 12:00 Noon- ?
The Elmores 3010 132nd Ave SE Snohomish

The January Meeting will be a late New Years party, and so while we'll start at about noon, things will be going on all day so if you have to work, or whatever please do try to make it out later in the day. We hope we'll have a good turnout, now with the hectic holiday season out of the way, and have planned a number of events for the meeting which we hope will entice you to come out. We will have an informal Swap Session, so if you have any miscellaneous bits and pieces laying about that you'd like to dispose of, bring them along. At 2:00, Bill Boyer will be leading a Tech Session on Engine Assembly (utilizing one of my Coventry Climax engines as an example), explaining and demonstrating some of the techniques he has described in the engine-building articles he's written for the Lotus Lines. We hope also to have the loan of the tape from our friends at Dewey Griffin which some of you saw at the Auto Show, showing a bit of the Lotus Heritage and the assembly of a Turbo Esprit, and also maybe a few minutes-worth of the "parade lap"/race around the track by 60+ Lotus at Portland, for those of you who weren't able to attend. We will also be making some plans for events for 1986, for which we will need your input, so please do try and attend, for at least part of the day's festivities. There'll be plenty to eat and drink, as befits a New Years Party, with the proviso that anyone imbibing too much will have their keys confiscated (I'll use any excuse)-and can either have someone else drive them home, or are welcome to stay over. We have a number of members, whom we have yet to meet in person, and we hope you'll come out and start off the New Year getting acquainted with some of your fellow members. As our more active members can attest, we're a very casual group of folks- no "gold chain types" here! Enough said, see you all on the 11th- if anyone doesn't have a copy of the multitude of maps to my place, and needs directions please call(334-5768)

FEBRUARY MEETING Steve Shipley, builder of the beautiful Westfield Seven that made the drive out here for the November meeting, has offered to host the February meeting- time and place to be announced, so watch the next Lotus Lines, which Dave will be putting out in late January, for further details.

WEST COAST LOTUS MEET At the December meeting, I mentioned that I was waiting to hear from the Golden Gate Club's contact person, regarding the latest info on this meet. I spoke to him the following day, and got the latest info, and then earlier this week, I finally got a reply from the Lotus/West contact person, to whom I had written back in August- she sent me the three pages of info, which I've reprinted in this issue. If you're interested in attending this meet, which is shaping up to be a pretty good one for a first-time effort (Charlie Rockwell, the GGLC man, told me that as of the first of December their group already had 25 cars going with paid reservations), I would suggest that you send in your own reservation as soon as possible, to either the GGLC or Lotus/West representative; please note that you cannot book with the resort hosting the event yourself, it must be through the two Cal. groups sponsoring the event.

This final, catch-up issue for 1985 will be the last one done as a solo effort by me. Your new editor, Dave Larson has gotten off to a good start with the last two issues which he has produced, and he'll be producing the next issue, due out the end of January, and then hopefully we'll maintain a regular bimonthly issue from then on- this will of course only be possible if we all continue to support Dave with contributions to the newsletter, as well as you supported me while I was putting the issues together. I know that while Dave has some material on hand, he could always use more, so if you have anything you'll like to write about, perhaps a profile of your car, how you first heard of Lotus and when and where you bought your Lotus, write it down and pass it along to either Dave or me.

Why then this issue by me? I wanted first of all to remind everyone about our next meeting, coming up in two weeks' time, and hope that you can make it (more details on a later page); I had a number of ads for cars for sale, that I didn't get to Dave in time to include in his last issue; I now finally have some definite info on the West Coast Lotus Meet, being put on by the GGLC and Lotus/West in April '86, which appears in this issue- please note the early deadlines for reservations for this event, if you're at all interested in going I would highly recommend that you get in your \$30 deposit as soon as possible.

Lastly, I wanted to take this opportunity to do a little looking back at our progress as a club, in the year and a half since we first got together, with a few editorial comments from me as to what we've done thus far and what we might accomplish in the year(s) to come- so bear with me, and whether you agree with me or not, I would like to hear your comments. A few of you have already done so, in answering the questions did put on the membership/renewal form, and I'll share some of those with you (without identifying the source).

I have been very pleased with the progress we've made- I really have no idea, when I first mailed out the invitation to the 30- or so Lotus owners for whom I had addresses, back in April of last year, how many might show up for that first meeting in May. As those of you who have been with us from the start may recall, we had 15 or 16 people here for that first meeting, and everyone present was enthusiastic that we could get a viable group going. Our membership increased steadily, with about 30 paid members, and 15 to 20 others who were/are receiving our newsletter in the hopes that they will join. In the course of our first year we managed a regular monthly meeting, and while we never started a meeting on time we usually have had a pretty good turnout, with on average 6 or 7 Loti, and a dozen to fifteen members present (the low count was four of us at our Bremerton meeting, and the high would be our picnic here with about 25). We "organized" other events, including a garage tour to see some of the project cars (Garage Tour '86 is now being planned for sometime this Spring); the Vashon Tour hosted by Dave and Alice Larson, which will definitely be an annual event; a Tech Session on fiberglass repair, put on by Bill Reynolds here- a number of you commented on the need for more such tech sessions, and please note that the next one will be at our next meeting, where Bill Boyer will demonstrate some engine-building techniques- and, if the interest is there, we can plan a series of tech sessions through the course of the year, and rebuild one or both of my TwinCams, or any other subject(s) you might want to cover; and lastly, of course our big weekend at Portland, as the honored marquee at the All-British Field Meet 85. This event, which I was looking forward to all year, turned out in some ways to

ways to be a let-down, in fact in ways it was a disaster from start to finish, what with the great disappointment of not having one of my own cars there, and then having one car break down, and subsequently damaging the other car entrusted to my care; so it wound up being a stressful weekend rather than a relaxed and enjoyable one, and I almost wish we could do it over again this year as the honorees so we could do it right! Having said all that, it still was most impressive and gratifying to me, to see so many Lotus gathered together like that (over sixty by my count, of cars that were there for one or both days)- I'm sure that no one expected that kind of turnout, certainly no one in the host Jaguar Club.

Some of the points on which we've not done so well this past year: first must be the newsletter, which started out well I think, but then we tapered off, and went for a number of months in fact living from month to month with quicky flyer just to let people know when and where the next meeting would be, and usually received just a day or two before the meeting. This was my fault, for which I again apologize, it gets to be the easy way out to procrastinate until it's too late to do a real issue, then do a quick flyer and say, well I'll mail this and then do a full issue in time for the meeting. Then the meeting comes and no issue and so on it goes. Hopefully with Dave as editor now we'll be out of this pattern, and will be back on a regular schedule. The ancillary comment from some people has been the short notice regarding meetings- we will endeavour to always give you at least two weeks notice, and hopefully it will be more (like a month or so)- as you know, we've continued in our search for a permanent meeting location, primarily to alleviate this one problem. If we have a set meeting place, and meet there on a specific day then we have eliminated the problem of letting people know far enough in advance when and where we are going to be next month, and the month after,.... We do lose something this way, in that as some have commented (and I agree) it seems more casual, and easier to get to know one another, when we meet as we do now in members' homes, and it's a shame to lose that. We don't have to lose that completely, because in addition to the regular monthly meeting, we hope to continue with the other things where we get out to peoples' houses and/or garages (garage tours, tech sessions, etc). The last failing I think we've had this past year, is in my not following up as well as I should have in tracking down potential new members, and in not pushing the issue of dues. We've been fortunate, in that our expenses have thus far not been very great and so we've gotten by on the money paid in by those of you who have paid your dues, and have been able to carry some others who have consistently gotten our newsletters, without ever making a contribution to the club. This has been in hopes that those individuals would eventually pay up, and I guess in the belief that a local Lotus owner would see the benefits of belonging to a local club and would not hesitate to join if only they know of our existance. Such has not been the case. So, while the response so far of people paying their dues for '86 has been very good so far, and is most gratifying, we will definitely be cutting off some people who don't support us financially. While it's a shame to lose any Lotus owner from our group, it's only fair to those of us who do pay (and, yes, in case you were wondering, I pay dues too) that we not continually bear the costs for others. We will continue, as we learn of new Lotus owners in the area, to send them both membership info and put them on our mailing list for one or two issues, but if we don't get any response we won't continue to send them material and hoping, as we have in the past.

The last major complaint, from me at least, is that I haven't had one of my own cars running, in my three years of Lotus ownership and 1½ years of Evergreen Lotus; I make no promises as to when the day will be, but assure you that I am working on my cars, and when one is running you all will be invited to drive it.

Enough already- see you here on the 11th, and best wishes for a Happy New Year from Lezlee and I.

LOCALOTUS FOR SALE There are a number of fine examples of Loti for sale in the area- should you be interested in acquiring a different model of Lotus for a change, or to add to your collection, why not check some of these out?

1972 Lotus Super Seven S4 Project car, 90% complete with many new parts including brand new body Freshly rebuilt Big Valve Twin Cam with Weber head chassis has minor damage but is repairable Price \$4200 firm if interested contact Rob Roberts 629-2730

Europa S2s Several for sale Jim O'gill has decided that the taste of Lotus driving he'd gotten with his Europa isn't enough, and he wants to move up/down (depending on your point of view) to a Super Seven. So, his Bahama Orange Europa is for sale, a car in excellent original condition (and he would appreciate any leads on Sevens for sale). phone 481-5863

Jim Schmidt is also interested in selling his 1970 black Europa S2, which he bought from his brother who owned it from new.

Europa TCs Several TwinCam Europas for sale as well- Jim Kirbach's yellow '72, which he so graciously allowed me to drive to several club events this past year (thanks, Jim) and which I can attest is a very nice running car, is for sale since Jim bought his JPS down in California and doesn't need two Europas (why not?). Has had some extensive work done, including new windshield and dash. Call Jim at 822-5645 for more details.

Lynn Bollman is selling his burgundy TC, which was down at Portland and which you also may have seen at SIR a few times this year. His number is 271-4281 for more info (Renton).

Elites I got a lengthy letter, and some pictures a while back from Patrick Pasky, of Everson (which is up by Bellingham), who is selling his 1976 Elite. Judging by the detailed description he provided and the photos, the car is in excellent condition, and the price of \$9000 sounds quite reasonable. You may either call me for the full info on the car and to see the pictures, or contact Pat directly at 354-1536 (best between 10:00am-3:00pm, seven days a week).

And, for anyone desiring a truly Historic Lotus, Norm Britting has just informed me that he will be offering his early Elite, which was originally owned by Stirling Moss for sale. This car has had extensive work done, including all the glass work and a brand-new paint job, fresh rebuild of the 1600TC engine, new glass and trim and new interior, etc. using in most cases NOS rather than reproduction items. Price is \$15,000- I'm hoping Norm will have the car up here for our January meeting, as I haven't seen it since the restoration was finished.. As for the price- I know it sounds high, but Elites are now becoming known as a classic and collectable Lotus, and as Mike Ostrov of Club Elite was telling me a few days ago when I spoke to him, basket-case Elites now in Cal. are going for around \$6500, with good cars from 8-10K, and concours condition Elites for around 12,000, with vintage-race prepped Elites at 13,000+. So, for those of you who have expressed an interest/desire to own an Elite, I would suggest you find one, regardless of condition, NOW before prices go out of sight. Coventry Climax engines alone, by the way, are now going for around \$4500, as they're getting more and more rare (one reason being the engines that are getting blown up in vintage racing).

WEST COAST LOTUS MEET



- APRIL 4,5,6, 1986
- Cambria Pines Lodge
Cambria, California

.....

- ADD IT UP FOR FUN!

2 MORNING STRETCH
RUN/RALLIES
FORMAL CONCOURS

WINE TOUR: visit local wineries

BIG LOTUS BANQUET

CONCOURS BRUNCH

AWARDS

MORE: optional hearst castle tour

.....

- SCENIC CAMBRIA

LOCATED ON THE CALIFORNIA COAST'S
WORLD REKNOWN SPORTS CAR HAVEN,
HIGHWAY ONE. PERFECTLY HALFWAY
BETWEEN LOS ANGELES AND SAN
FRANCISCO.

.....

- HOW MUCH?

MEET REGISTRATION	\$ 12/couple
BANQUET	\$ 18/person
BRUNCH	\$ 12/person
ROOM PER NIGHT	\$40-64

(room rates vary for size and bed/s. please
note you are welcome to arrive either friday
or saturday morning. no meals are included.

.....

- RESERVE YOUR PLACE TODAY! SPACE IS LIMITED.

Forward \$30 deposit by Feb 1st to:

Charlie Rockwell - 385 N. 19th St
San Jose, CA 95112

Please make checks payable to: GGLC/WCLM

Receive a complete registration packet upon
receipt of your deposit.

SEE YOU THERE !!



**FUN
DRIVING**

Beauty

WEST COAST LOTUS MEET

The West Coast Lotus Meet is now a reality and will be held on April 4, 5, and 6 in Cambria, California. Cambria is located about 25 miles north of Morro Bay and 10 miles south of Hearst Castle. Cambria is just off the ocean along the infamous Highway 1, and is a four hour drive from either San Jose or Santa Monica. This should be a great central location.

Although the arrangements are being primarily made by the Golden Gate Lotus Club (San Francisco) and Lotus West (Los Angeles), all Lotii clubs, cars, and enthusiasts are welcome!!!

We have arranged for group accommodations at the Cambria Pines Lodge. The Lodge has 60 cabins, a banquet hall, a 60 foot heated indoor swimming pool, a jacuzzi, some weight lifting equipment, outdoor covered gathering areas, and a parking lot for a concours. More information about the Lodge is included later.

We fully realize that many people will not be able to attend any events on Friday so have scheduled three "core" events for Saturday and Sunday. These core events are:

1. The Rally and Wine Tour. A rally and Wine Tour of central California's finest wineries will start the core events. The rally will take you through the world's best Zinfandel vineyards. The rally leaves the Cambria Pines Lodge at 1:00 p.m. on Saturday, April 5 and will return about four or five hours later.
2. The Banquet. There will be no formal ceremonies during the banquet, just plenty of time to eat, drink, swap lies, then return to serious eating and drinking. The banquet "starts" at 7:30 p.m. Saturday night at the Cambria Pines Lodge.
3. The Brunch-Concours. A Sunday brunch will be followed by a concours. There will be awards for the People's Favorite Car and for the "Best" car as determined by condition, and for originality. There will be separate awards for "old" and "new" Lotii, with an Esprit as an example of a "new" Lotus. There will also be awards for the longest distance driven to the event in a Lotus, for the worst Lotus driven to the event, and for the best speech on the subject of "Why my Lotus didn't make it".

In addition to the "core" events, there will also be several optional opportunities which, hopefully, will make the event attractive to many people:

1. Driver's Rallies. There will be two optional "Driver's" rallies on Saturday and Sunday mornings. These Rallies will not start at a specific time. You will pick up the route instructions at the Cambria Pines Lodge and drive the route "at your own pace". There are several interesting roads in this area!!

WEST COAST LOTUS MEET
(Continued)

2. Friday Dinner. For those of you who will be arriving on Friday, April 4, there will be a dinner at 8:00 p.m. at the Moonstone Garden Hamlet Restaurant, which is located on Highway 1 between Cambria and San Simeon.
3. Hearst Castle Tours. Hearst Castle is about 15 minutes away, so there is an opportunity to visit the Castle during Saturday and Sunday (possibly during the Driver's Rally times) or by arriving early on Friday or leaving on Monday. Remember, you must make your own arrangements to visit Hearst Castle using Ticketron unless other arrangements are defined in a later newsletter. If there is enough interest, we may try to arrange an early morning group schedule on either Saturday or Sunday.
4. Cambria Shopping. Wives could visit the many shops in Cambria during the weekend.
5. Walk on the Beach. Moonstone beach is just a few minutes away.
6. Lotus Parts. There may be some Lotus parts salesmen hawking their wares. A few parts may be swapped.

This should provide a variety of activities for everyone!

We have looked into rain and temperature charts before selecting the date for this event. The average daytime high is nearly 70°F while the night time low is about 40°F during the early April time. The rainfall probability is low at this time of the year. There may be some early morning fog, so bring appropriate clothing and car covers.

More about the Cambria Pines Lodge now. This is a rustic woodsy place which has about 27 acres of grounds, some nice footpaths for hiking, and a good parking lot for our concours. When we visited the Lodge in October, there were about 40 old Cadillacs in the parking lot so there should be room for 80 Lotii. The Lodge was opened in 1927 and some of the rooms and cabins were built at that time. Cabins and other facilities have been continually added and updated. However, the facility had kept its "Old Cambria" look and atmosphere. The Lodge is located in wooded hills between the town of Cambria and the ocean.

There is a variety of rooms which range from those that were built in the 1930s (hopefully with newer beds) to the recently built "Fireplace" rooms. Indicate your choice on the attached sheet and we will do the best we can with the availability at the time of the post mark on your letter. As shown on the following sheet, there are only a certain number of rooms in each category so the early post marks will have a much better chance to get their choice.

The room availability for each room category has been divided between the Golden Gate and Lotus West clubs. Golden Gate and Lotus West members should make their reservations through their representative; others may make their reservations through either person. Please note that the Cambria Pines Lodge management required that all reservations be made only by the representatives of the Golden Gate and Lotus West clubs so requests from individuals will not be honored.

Costs for the event have not been exactly calculated, but are expected to be very close to the schedule below.

To get your reservations, cut on the dotted line, fill out the blanks, and send a deposit for \$30.00 to the representatives. You will receive a receipt along with your assigned room category. The balance is required not later than March 1. Refunds of the \$30.00 deposit will be made upon written request up to March 1.

WEST COAST LOTUS MEET REGISTRATION

Golden Gate Lotus Club representative:

Charles Rockwell
 385 North 19th Street
 San Jose, California 95112

Make checks payable to
 Golden Gate Lotus Club

Lotus West Representative

Ginnie Griffin
 1247 East Sierra Madre
 Glendora, California 91740

Make checks payable to
 Lotus West

Room Preference

<u>Category</u>	<u>Rate</u>	<u>Preference</u>		
		<u>First</u>	<u>Second</u>	<u>Third</u>
Fireplace	\$63	—	—	—
Double/Double	\$41	—	—	—
Queen/Double	\$41	—	—	—
Double/Twin/Twin	\$48	—	—	—
Twin/Twin	\$36	—	—	—

Reservation Time

Make my reservations for:

	Friday	Saturday	Sunday
	—	—	—

Banquet and Brunch

Banquet reservations for _____ persons (approximately \$18 each)
 Brunch reservations for _____ persons (approximately \$12 each)

Event Registration

Reservations for _____ families at \$12 per family