

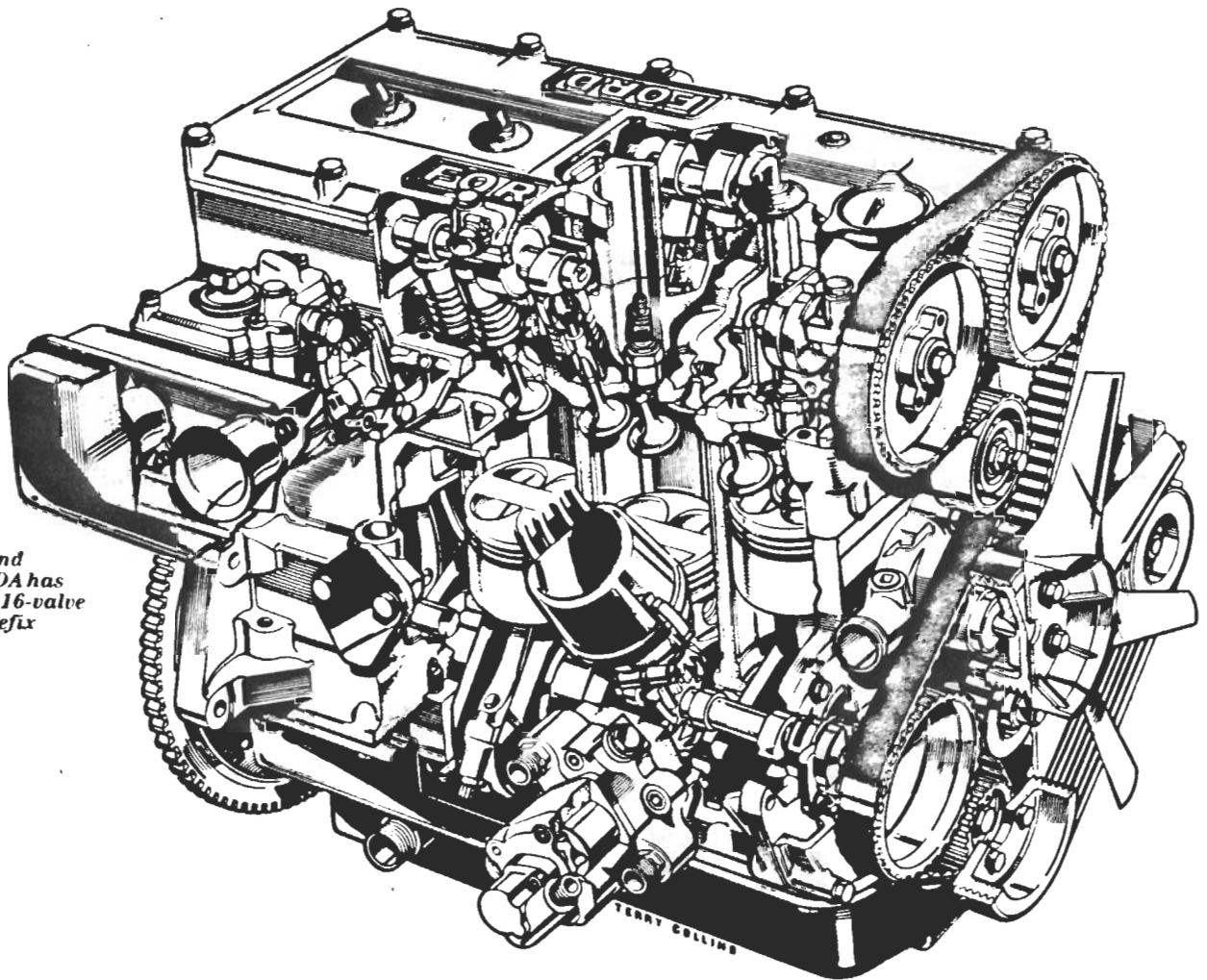
LOTUS lines

EVERGREEN LOTUS ENTHUSIASTS

June/July 1986

Terry Elmore, Chairman
3010 132nd Ave. SE
Snohomish, WA 98290

Dave Larson, Editor
Rt 4, Box 423
Vashon, WA 98070



Right, the powerful and efficient Cosworth BDA has spawned many other 16-valve units with the 'BD' prefix

The following is a collection of ads that have run in AUTOWEEK at one time or another. I have had direct personal experience ordering parts only from Dave Bean, who I found to be most helpful when ordering transmission parts for my Seven by phone and quite prompt in his delivery. I also was sent some catalogs from R.D. Enterprises which some of you picked up at the last meeting. I suggest price shopping by phone from a number of these establishments if you're spending a lot of money on your Lotus. If any of you have any particularly good or bad experiences with these places (or any others, for that matter), let me know and I'll mention it in the newsletter. If you own a Seven, you most likely know of "Sevens & Elans" in Cambridge, Massachusetts which I didn't have an ad for.

**PARTS FOR LOTUS
NEW ADDRESS!!!**

(EFFECTIVE 3/1/86)

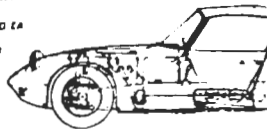
5090 Durham Rd
P.O. Box 239
Gardenville, PA 18926

(215) 766-0460

AT R.D. ENTERPRISES LTD.

KAMPARTS

RICHARD L. KAMP
254 VALLEY
SAN FRANCISCO, CA
94133
415/824-8744



LOTUS

Huge inventory of all new & used Lotus parts. 20% discount! Ship anywhere in USA. Write or call:

LA MONSA MOTORS CO.

161 Franklin Tpk.
Mahwah, NJ 07430
(201) 529-1300

**REVIVE AND REFINE
YOUR LOTUS**



The Spyder craftsmen bring you improved spaceframe chassis and updated suspension systems to compliment the latest in tyre technology. Our products are handmade to a proven level of engineering excellence.

SPYDER LTD.

"Sole U.S. Authorized Agent"

(201) 686-8236, 635-1932

2426 MORRIS AVE., UNION, NEW JERSEY 07083

LOTUS PARTS, many at prices well below the competition. No catalog. Price shoppers please phone or send SASE for immediate quote. Can ship same day from large inventory.

TINGLE'S LOTUS CENTER

1615 Shawshen Street
Tewksbury, MA 01876
(617) 851-8370

**SPORTS
CAR WORLD**

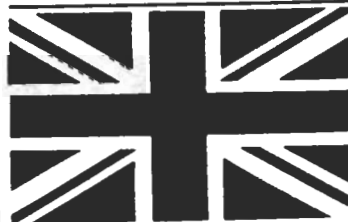
LOTUS PARTS

LARGEST INDEPENDENT
STOCK IN THE WORLD
ELANS, EUROPAS, ELITES, ESPRITS
Phone or Mailorder Only.
Catalog Available.

THE SPECIALISTS IN LOTUS PARTS

Rt. 1 Box 6C
Evant, TX 76525

(817) 471-5530 (817) 471-5539
9AM-5PM Monday through Friday



JOHN'S IMPORTED CARS

Sells Parts for Lotus Elans,
Europas, Elites, and Esprits.



1615 Pine Street
San Francisco, CA 94109
(415) 474-7796



Lotus

JENSEN-HEALEY



- Factory Parts
- Aftermarket Accessories
- Performance Equipment
- Large Stock
- Experienced Personnel
- Technical Depth



dave bean engineering inc
925 punta gorda st
santa barbara ca 93103
805 962-8125

NOTES FROM THE EDITOR.

The cover on this month's issue has some significance. Not only does the BDA Cosworth power Tom McGrath's Donkervoort variation on the Lotus Seven theme, but also Shawn Duncan's Lotus Seven which will be on display at a stop on our upcoming Vashon Tour. This car is the white, well-detailed but uncompleted Seven some of you saw at Portland last Labor Day -- now finished but still unregistered.

Remember in the last newsletter I mentioned how the cars attending each meeting seem to fluctuate? April's meeting had a little of everything but it did include two Elans, while May's meeting was composed of the host's Esprit and five Europas plus the usual assortment of non-Lotuses run by those of us whose cars are temporarily out of commission. One of the Europas was driven by a new member, Charlie Van Pelt, from Tacoma, who brought along as a passenger Bill Rehberg who also owns a Europa and has recently joined the club.

Steve Bator has got his '67 Elan ready for painting and is researching stock colors for that model before making his final choice. Anyone who has any color formulas or an originally painted Elan he can inspect, please call him in Redmond at 881-7663 (days) or 823-9184 (evenings).

I got a call from James Dick, an owner of a '66 Lotus Cortina Mk I, who wants to sell his car. Dick is an aircraft mechanic who has gone completely through his car, even magnafluxing most of the parts, in anticipation of taking part in club events and vintage racing, but who now finds he does not have the time. This is one of the cleanest Lotus Cortinas around and he must have spent 10 minutes telling me of all the spares he has in addition (extra twin-cam, five original Lotus mag wheels, new Webers, extra suspension and body pieces, etc.) and he is asking \$8500. Not cheap, but it's a really nice car and vintage race eligible. He would like to keep it in the Northwest but will be advertising it in the San Francisco Lotus club's newsletter soon. No, he does not want to sell the spares separately (which also includes two Elan seats with new upholstery, just to tease you). If this car doesn't appeal to you, how about the one shown below from one of the recent British publications?

PAUL MATTY SPORTS CARS



UNIQUE OPPORTUNITY: JPS 93T, ex Nigel Mansell, last Colin Chapman Ft. Complete in mint condition, spare set wheels and tyres, less engine includes DFV adapter £25,000

P.S. -- James Dick can be reached at 838-8960 or 764-6140.

Warm weather is finally with us again -- I think it's because our Seven is out of commission while its transmission is overhauled. It'll be back together in plenty of time for the Vashon Tour on Sunday, June 22nd, though. This year's event will be similar to that held last year except that it sounds like we'll be having a few more Lotuses present for the '86 tour. As some of you already know, Vashon has hidden on it some of the twistiest roads to be found in the Puget Sound area and very little traffic as well -- perfect for Lotusing. Bring along a full tank of gas, a picnic lunch, your camera, and a companion -- spouse, kids, or that new 'friend' you met in the bar the night before. We'll eat our lunch at the Point Robinson Lighthouse after a stop at Angela Duncan's house on Gold Beach to inspect her son Shawn's immaculate Cosworth BDA-powered Lotus Seven. The lunch stop will be more enjoyable if you try to rise above the peanutbutter sandwich level. Last year Alice and I had everyone drooling watching us put down our Dungeness crabs and wine. Sorry, there are no cooking facilities at the park. Don't wear your best shoes because there will be opportunities for beach walking both at Point Robinson and at our house later in the day. The papers last week said that day we'll be having unusually low tides. After a full day of driving, those who don't need to get an early start home can come to our house for a cookout -- we'll supply the beer and hotdogs. See ya there!



A new race series for Lotus cars has been organised and entries are now invited

Exclusively Lotus race series

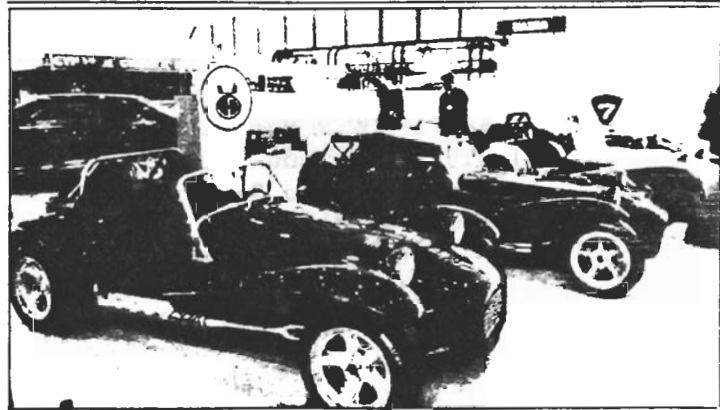
Yet another one-make challenge has just been announced, this time for Lotus cars. Lotus Elan racer Jon Wrightson has launched a six class series starting on April 19 at Oulton Park in conjunction with the 750 Motor Club. Six venues have been fixed for this year and entries are now invited.

The classes are divided as follows: A for early production Lotuses (Elites, Elans, Lotus Cortinas and Europas) in unmodified form (although a 10 per cent power increase over original factory output figures will be allowed); B for late generation cars (Elites, Eclats, Esprits and Sunbeam Lotus); C for modified road-going cars, to include all models; D for road-going Lotus 7s; E for modified 7s; and F for modsports Lotuses.

This simple classification is complemented by equally straight-forward and inexpensive race regulations. Roll bars will be required in open cars only, and only road legal tyres can be fitted on class A and B entries.

Such a series has never been properly attempted before and every support is expected for the new venture which will hopefully tempt many newcomers to the circuits. Jon explained that it had taken a year's work to get the series organised, and healthy support was guaranteed from many fellow Lotus racers.

Those wishing to join in can contact Jon Wrightson, c/o BSM Exeter Ltd, 155 Sidwell Street, Exeter (tel: 0392 71133), or Dave Bradley of the 750 Motor Club at 16 Woodstock Road, Witney, Oxon (tel: 0993 2295).



Caterham/Donkervoort: battling for the same market segment

Dutch respond to writ

The decision taken by Graham Nearn of Caterham Cars to serve a writ on Joop Donkervoort at the Geneva Motor Show (*Autocar*, 12 March), alleging passing off and copyright infringement on the Dutchman's lookalike 7, has brought a swift response. "We normally don't engage in this kind of tasteless publicity. Basically, all that counts is the quality of your products. In this case, it would be much wiser to co-operate instead of fight one another, more so because

we are two very small firms in exactly the same market segment." Donkervoort told *Autocar*.

Nearn has served writs in both the British and Dutch courts against Donkervoort as well as one in Britain against Chris Smith of Westfield Sports Cars Ltd and Westfield Seven Ltd, alleging copyright infringement against the latter's version of the Seven.

Smith said the action would be 'vigorously defended.'

There's been a lot of publicity for Lotus in the automotive press lately. Here's a summary of what can be found on the newstands if you look carefully.

Performance Car -- April

A British publication with Lotus Turbo Esprit vs Porsche 944 vs Ferrari 308GTS test in which the "dated" Lotus finishes in last place.

Thoroughbred & Classic Cars -- April

A four-page feature on Mike Costin, the 'COS' of Cosworth, who has had a major influence on Lotus over the years. Also the source of this month's cover cutaway drawing.

Thoroughbred & Classic Cars -- May

A four-page article on the Formula I Lotus 18. Complete with a two-page full-color cutaway drawing.

Road & Track -- June

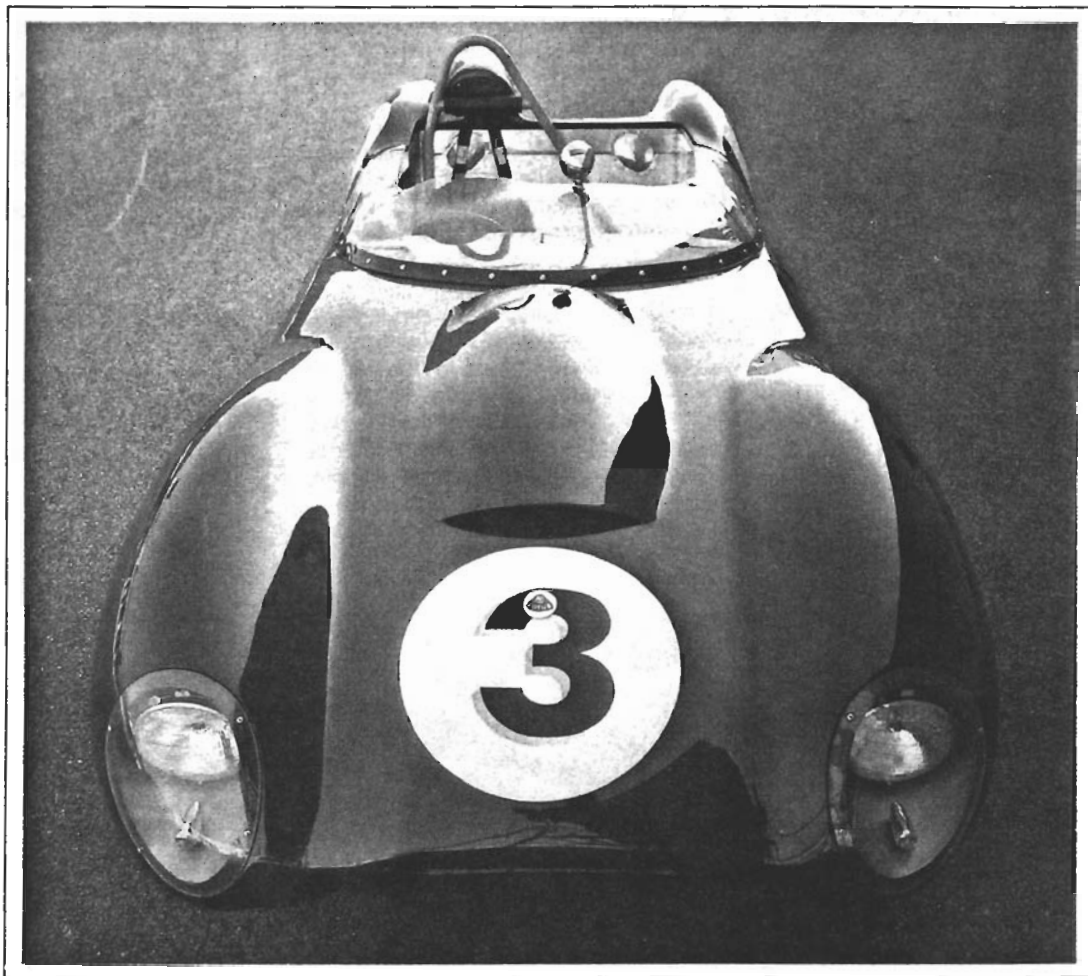
A five-page road test of the Lotus Turbo Esprit in which the test car broke down on a cross-country trip from N.Y. to California. Some things never change!

Automobile -- June

The third issue of David E. Davis Jr.'s new magazine with cover and six-page article on the Lotus Turbo Esprit, a four-page feature on the Lotus Excel SE, and a four-page story on Lotus's present situation with GM, etc.

I also picked up a copy this week of another British magazine, Practical Classics & Car Restorer, and noticed that among the back issues they offer is a series on a Lotus Elan restoration spread over six months worth of issues. They list an address for a U.S. representative and I've written him to see if back issues are available here in the states. If they are, I'll get the series for the club so that you folks out there trying to get your Elans back on the street might have another source of information.

Lotus 15



An epitaph for Chapman

by Len Frank

PHOTOGRAPHY BY WILLIAM CLAXTON

Iwish it were possible to start this by saying, "Look at this car, this paragon, this quintessence, this marvel of the race car builder's art." I can't. It's not. It wasn't even a good car.

In fact, by any objective standard by which race cars are judged, the Lotus 15 was a real turkey. It showed enormous promise, never delivered. I can find no record of the 15 ever winning a major race.

Major races in those days were heroic events. They began with the 12 Hours of Sebring, went through the 24 Hours of Le Mans, The Mille Miglia, Targa Florio, Tourist Trophy, 1000 km of the Nurburgring. I might be tempted to add, "and races like that," but there really weren't any other "races like that."

The limitations on performance for the traditional sports cars were in every design area except raw power. Brakes, suspension, frames, aerodynamics were all based on designs that dated back, in some cases, to the

early '30s. Chapman changed all that.

Consider this: low weight without upsetting favorable sprung/unsprung weight ratios achieved with elegance and economy of design, by making one piece serve two or three purposes, stressed panels, multi-purpose brackets, all stress-analyzed, every rivet, bolt, frame braze, tube—the products of Chapman's brilliance.

A 5-speed about the same size and weight as half a cantaloupe. Theoretical top speed was 205 mph. This is 1958/59 we're talking about.

And remember that the car was the product of Colin Chapman and Frank Costin (whose brother Mike left Lotus early to get together with Keith Duckworth. They formed Cosworth and are reputed to be do-

ing rather well), certified geniuses.

Frank Costin was primarily known as a demon aerodynamicist, but Chapman was the true racer's renaissance man. He showed exceptional ability—genius, even—and single-minded, almost obsessive concentration no matter where he turned his eye. He was among the best race drivers of his day. He seemed without parallel at combining chassis weight saving and rigidity with clever multiple use (anti-swaybar as a suspension member; engine/gearbox assembly as the rear half of the chassis). He devised Lotus' own bookkeeping system, managed the Grand Prix team after he retired as a driver, arranged major alliances with Ford, Renault, Toyota, stayed clear of DeTomaso, became a skilled pilot, salesman, executive, and labor negotiator. He seemed to be able to switch from one area of specialization to another and back again without losing stride. In another day he would have gathered the men, designed the

ships, planned the strategy to defeat the Spanish Armada. At that, there was more than a little of the pirate in Chapman.

The first Lotus—before it became the Mk. 1—was a British hot rod. It was a modified Austin 7 that road raced, and ran trials (like observed trials on a motorcycle), and hauled Chapman through the austere countryside of postwar England. Typically enough, the governing body of the 750 Club felt it violated “the spirit of the rules” because with it, Chapman was near unbeatable. Naturally, they banned it.

By the time Chapman had progressed through the Lotus 6, he was a successful car constructor ready to take on the big-time small-bore cars—Cooper, OSCA, Maserati, Porsche. Mike Costin, working with Chapman then, brought in brother Frank to design a long-nosed, high-finned body unlike anything anyone else had used. Chapman added a de Dion rear to the swing axle front suspension he had been using connecting them with a light space frame, and the car became the Lotus 8. The 7, really an advanced Lotus 6, was not

released for another half-dozen years.

The cars the 8 had to compete with, Cooper excepted, were comparatively heavy, ladder framed, stiffly sprung. Their aerodynamics were more visual than actual. But they all had genuine racing engines, and very little dependence on converted passenger car components. They were all names that were known and respected on the Continent.

England was more insular in all ways. Very few of the Continental marques came in to stay, so Lotus could make do with MG and Ford engines. Eventually, someone wanted more power, and Chapman whipped up a modified 8 to take a 2-liter Bristol, the Lotus 10.

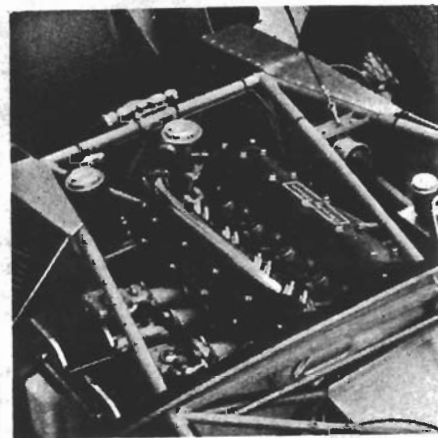
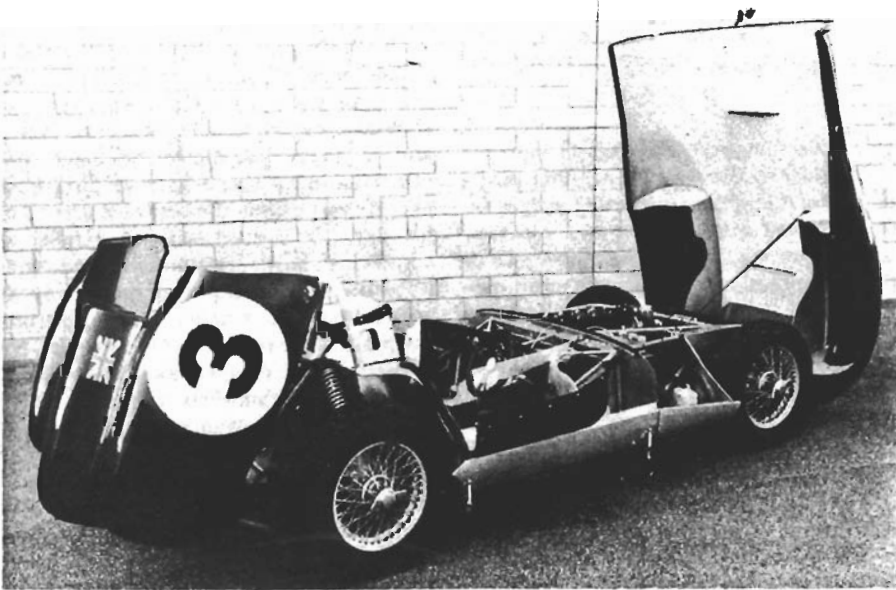
The Coventry Climax Godiva, a light, torquey 1100cc converted firepump engine, had become something of a standard by 1955, and Chapman had been working on a lighter car to take it. The 9 looked very much like the 8 and 10. It had a shorter nose and tail, higher fins, space frame, swing axle front, revised de Dion layout in the rear. With Chapman driving, it was the

first Lotus to run at Le Mans.

For 1956 Chapman designed a new car to replace both 9 and 10—unimaginatively, called the 11. Costin came up with a new, more curvaceous, lower drag body. It was designed around the Climax, again using a space frame, swing axles, de Dion rear. There were enough of them built so that they qualified as production cars. They ran at Sebring and Le Mans, an 1100 Climax-powered car finishing 7th against Jaguar, Ferrari, Maserati. Amazing. People seemed to notice.

The Lotus 12 was the first single-seater. Chapman thought of it, designed it, to be a Formula 2 car, but it raced as a Formula One car about as often. And here the poor Lotus 15 comes all together.

The 12 was a charming little car, innocent looking as go race cars. A cigar-shaped little bug designed around the FPF Climax, a twin-cam racing engine that was half of the stillborn Climax V-8 2.5-liter of 1952/53. The single-seater weighed all of 650 lb. It was the first Lotus to use the Chapman designed wobbly web 6-bolt wheels. The wobbly web was a “mag” wheel (in a day of knock-off Borransis) designed with minimum section thickness. They saved about 35 lb a set compared with wires—that’s over 5% on a Lotus, all of it unsprung. Chapman, rightly, didn’t believe that a 650-lb car would wear out a set of tires in a comparatively short formula race. At the time, it was racing heresy. And what else could one expect from a heretic?



The Lotus 15 is very much a Lotus 12 with the necessary changes to make it become a full Appendix “C” sports race car. If you are naive enough (or young enough) to believe that asinine race car rules are a child of the present, let us hasten to suggest that they are at least as old as the second wheeled vehicle to be built in proximity to the first wheeled vehicle.

Appendix “C” required, among other things, a full-width windscreen, fully useable passenger seat, luggage space, specified ground clearance, doors, and a spare tire. When trying to design a car with max-

imum performance—meaning minimum weight, minimum frontal area, minimum aerodynamic drag, maximum fuel capacity, braking ability, adequate cooling, the Appendix "C" requirements got terribly in the way. Although the old gentlemen of the FIA who wrote the requirements once again thought they were going to make speeds lower and race cars more like road cars, the cars that were produced to meet the rules too often were freaks—albeit glorious freaks—like the Tipo 60/61 Maserati Birdcage.

Porsche's answer to "C" was to stretch, raise, and open up its Spyder, and erect a windshield before edging toward coupes (again). The Lotus 15 solved the same problems with great elegance. The windscreen formed the effective beginnings of a very smooth coupe top without weight penalty. The spare tire was mounted vertically behind the driver's head. Rules allowed, for a time, a soft tonneau cover over the passenger area. Lotus' solution was to construct a double-walled "balloon" that inflated at speed and formed a more-or-less solid surface that was an extension of the windscreen. Radiator opening was carefully calculated to its minimum, cowled to the radiator itself, heated air then exhausted it to a low pressure area. Turning circle was large because the wheels were enclosed but brake cooling (Girling discs all around, inboard rear) was attended to.

Chapman had dropped his familiar de Dion with the 12, replacing it with the Chapman strut—a sort of MacPherson strut in the rear using the halfshaft itself as the transverse locating member. A trailing arm running to the hub took fore/aft loads. The whole purpose was to reduce weight and spread the suspension loads over the space frame.

The engine was steeply inclined, first to the right, on later models to the left, allowing a cowl 2 in. lower than the Lotus 11 despite the additional engine bulk, dry sump system, and larger radiator.

The Lotus-designed "queerbox" was another Chapman-inspired marvel. Prompted by the quickchange Halibrand differential (remove a cover, slide gears off shafts, and exchange them to change ratios—each pair of gears giving a pair of ratios. The economy of it all appealed to Chapman), a 5-speed progressive—like a motorcycle—gearbox was built that attached to the differential. It really was the size of a half a cantaloupe—a marvel of clever, compact design. Like the Halibrand, gears merely slid on, pairs could be exchanged. Bliss.

So there we have the 15—low of weight and drag, high of tech and power-to-weight. What went wrong? Succinctly: everything. The "queerbox" had as many neutrals as gears and the drivers found

them more often. The beautiful body shape allowed no tolerance—a dent in the front meant overheating or sharply reduced aerodynamics. Fuel tanks (too light?) leaked. Chapman had a penchant for specifying the very thinnest-gauge *seamed*—it was cheaper—tubing. His stress calculations, allowing no latitude for error or fault, showed it would be adequate—just. Too often, there was error, fault.

Graham Hill, driving a 12 for Team Lotus, told of exiting a turn and suddenly brushing the rear wheel with his elbow. It finally occurred to him that at the beginning of the race he couldn't touch the wheel—he looked, stopped. The halfshaft, a locating member, had twisted like a licorice whip and effectively shortened itself. Frightening. There were too many instances—too many pole positions embarrassing cars with more than double displacement followed by DNFs.

The engines—not designed to be run on their sides—ran hot, lost power. The gearboxes—linkage was changed from gated to positive shifter (bang it forward for upshifts, rear for downshifts), the troubles continued. A close-ratio MG transmission, finally a 5-speed ZF, replaced the Lotus box. The Foreman's car has a Borg-Warner T-10. Their car, too, originally restored by Nino Epifani at Griswold's (Apr. '82 *MT*), has had the halfshafts replaced, tubes replaced, sheet metal replaced.

A Series III 15, the Retrospect car was the heavy-duty model. It was sold originally to Harry Entwhistle of Canada, who raced it for years both as a sports racer and a formula car. He won races with it up

there—the 15 always was pretty successful out of the international limelight—Australia, Canada, English and American club racing. Probably it was because an obsessive owner eventually caught up with all the foibles—less interested in theoretical advantage than in finishing. Here in the U.S., a 2-liter Ferrari powered one. In England, a Buick aluminum V-8 replaced the Climax.

Concerned with the success of the Lola 1100, Chapman countered with the tiny Lotus 17—everything minimized to the maximum. Like the 15, the 17 was more interesting than successful.

The 16 was the first real Lotus Formula One car. It shared technology with the 15, but was even more complex. The FPF was angled both from the vertical and longitudinal axes, requiring additional driveline U-joints, power losses, breakage.

John Cooper had developed his little 500cc motorcycle-powered cars into formidable Grand Prix competitors using the same engines available to Chapman. Where Chapman had technological superiority, Cooper made blacksmithing and a mid-engine location into a winner.

Eventually, Chapman got the message. With Moss and Brabham beating the classic Italian formula cars in little hump-backed Coopers, Chapman dropped the gorgeous Lotus 15, 16, 17, and introduced the boxy, crude-appearing 18—soon developed into the 19, spiritual descendant of the 15, and the 23.

And if you were there, you know that the 18, the 19, the 23, and the 25 are an epitaph enough for any designer. Mr

Lotus 15 Series I

▣ SPECIFICATIONS

GENERAL

Vehicle mfr.	Lotus Engineering LTD.
Body type	2-pass., 2-door roadster
Drive system	front engine, rear transaxle
Base price	£2885

ENGINE

Type	Coventry Climax FPF
Displacement	1966 cc
Compression ratio	10:1
Induction system	2X45DCOE Weber carburetors
Valvetrain	DOHC
Crankshaft	Forged steel, 5 main bearings
Max. engine speed	8000 rpm
Max. power (SAE net)	200 hp @ 7500 rpm
Recommended fuel	100 octane gasoline

DRIVETRAIN

Transmission	Lotus/ZF 5-sp. transaxle
Transmission ratios	Various
Axle ratio	4.22:1 (others optional)

CAPACITIES

Crankcase	Dry sump
Cooling system	Cross-flow alloy radiator
Fuel tank	19 gal (Imperial)
Luggage	Appendix C standard suitcase

SUSPENSION

Front	Upper and lower A arm/Girling coil-shock
Rear	Chapman strut/Girling coil-shock

STEERING

Type	Rack and pinion
------------	-----------------

BRAKES

Front	9.5-in. Girling discs
Rear	Inboard 9.5-in. Girling discs

WHEELS AND TIRES

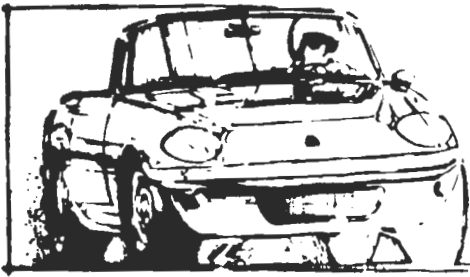
Wheel size	5.0 x 15-in.
Wheel type	Knockoff wire wheels (wobbly web mags. optional)
Tire size	F:4.50 x 15 in.; R:5.0 x 15 in.
Tire mfr. & model	Dunlop Racing
Tire construction	Bias ply

DIMENSIONS

Curb weight	980 lb
Wheelbase	88 in.
Overall length	137 in.
Overall width	60 in.
Overall height	24 in. (cowl)
Track, F/R	47/48 in.
Min. ground clearance	5.5 in.

CALCULATED DATA

Power-to-weight ratio	4.9 lb/hp
Top speed	205 mph (theoretical)



Calendar of Events

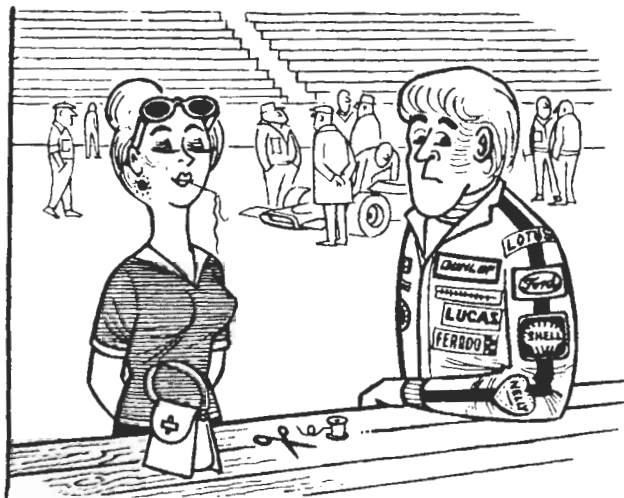
STOP DREAMING! START DRIVING!

After putting together my nice, neat calendar last month, I've come across a few more events of interest:

June 22 -- British Car Picnic, Beacon Hill Park, Victoria, B.C.
A gathering sponsored by the British Motorcar Club of Victoria which attracted over 150 cars last year. It's supposed to be a nice, laid back affair. Unfortunately, it takes place the same day as our own Vashon Tour.

July 4 -- N.W. Alfa Romeo Owner's Club Track Day, S.I.R., Kent, WA.
See the enclosed registration form. The word is that the 50-car limit will be reached quickly, so send in your registration immediately if you want to take part in the action on the track. Attendance for spectating cars is free.

July 20 -- All-British Tour sponsored by Tyee Triumph Club.
At last! An All-British event that you don't have to travel to Portland or Vancouver in order to attend! Meet at Lake Sammamish State Park (Exit 15 off I-90) at 10:40 AM at the Tibbetts Creek Entrance, first parking lot on the left, for the driver's meeting. 11:00 AM departure. Distance is 100 miles, time approximately 3 hours with a 1-hour lunch in Carnation. Bring a full tank of gas (you can top off in Issaquah before you hit the driver's meeting), a road map, and a camera. Let's see if we can't give this All-British event a good turnout!



NORTHWEST ALFA ROMEO OWNERS' CLUB INVITES YOU TO
Track Day - July 4th
Picnic - July 5th

This special track day will include members from the following clubs: Lancia, Jaguar, Porsche, DeLorean, Lotus, Ferrari, Maserati, MG, Austin Healey, BMW, Mini Coopers, and Alfa Romeo - Canada, Seattle, Portland.

Friday, July 4th Track Day - Seattle International Raceway:

Equipment must include roll bars for open cars, fire extinguishers and helmets and seatbelts for drivers and passengers. All cars must pass a technical inspection before allowed on the track.

- 8:00 - 9:20 AM Technical inspection. Closes promptly at 9:20.
9:30 AM Mandatory drivers' meeting
We have scheduled two morning sessions, break for lunch, and two afternoon sessions. There will be more track time as the schedule permits. The two classes are:
Novice and Intermediate/Expert
Each registrant is required to work a turn some time during the track day and will be signed up and instructed at the drivers' meeting.
4:30 Complimentary Beverages
Evening Choice of Seattle area Fireworks

Saturday, July 5th - Picnic at Palmer-Kanaskat State Park, Ravensdale.

Discount room rates (\$45.00) at the Renton Sheraton are available for out-of-town guests or those locals just wanting to get away. To make reservations, call Jody, (206) 226-7700. You must mention N.W. Alfa Romeo Club for discount.

REGISTRATION:

Pre-registration fee per car will be \$20.00, but must be postmarked before June 20th. Registration for non-Alfa's will be first come first serve, with a maximum 50-car limit. Same day registration fee per car at the track will be \$35.00. Late registrants may call 746-1278, Dexter Baker, to see if there is space available.

Complete, detatch and mail with check, no cash, to:

Gary Kenyon, Treasurer
NWAROC
P. O. Box 30581
Seattle, WA 98103

Name(s): _____
Address: _____
City _____ State _____ Zip _____ Phone: _____
Type of car _____, Model _____, No. of Drivers _____
Check which Class: Novice _____ Intermediate/Expert _____